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MOUNT AIRY FRINGE AREA

LAND USE PLAN

SURRY COUNTY, NORTH CAROLINA

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LAND USE PLAN

SURRY COUNTY, NORTH CAROLINA

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SURRY COUNTY, NORTH CAROLINA

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CHAPTER I

Introduction

Growth! Shall it be orderly or helter-skelter? This is a question which the inhabitants of Mt. Airy's urbanizing fringe area must answer to their own satisfaction. This answer cannot be long delayed. Growth is occuring every day. New houses are being built. New businesses and industries are coming into the area. New roads are being built. How can we be sure that the end result of these largely unrelated manifestations of growth will be a community, or should we say communities, which will be safe and pleasant to live in? How can we be sure that the street pattern within the various communities around Mt. Airy will not be a mass of confusion with numerous dead ends, needless jogs and hazardous intersections? How can we be sure that houses will be built on adequate-sized lots in order that people will not have to drink their own sewage? How can we be sure that undesirable and offensive businesses and industries will not be located right next to expensive homes? These and many other land use problems will be the subject of this report. There are answers to all of these problems. It is possible for a community, whether incorporated or not, to direct its own development along orderly lines. Such direction will make for a more efficient, more prosperous and more attractive community.

Purpose and Scope

It is the purpose of this report to analyze the present use of all the land within Mt. Airy's urbanizing fringe area, then to recommend policies and procedures which will help to guide growth in a sensible and orderly way. Perhaps it would be appropriate here to define what we mean by "Mt. Airy's urbanizing fringe area." This is the area surrounding Mt. Airy proper in which the predominant use of land is for residential, commercial, industrial or public purposes in contrast with those areas beyond the boundaries of our study area where most of the land is either farmed or idle. Naturally, there will be some areas within our planning area where operating farms or tracts of raw land occur. This is unavoidable. The topography of the planning area, and especially its drainage pattern, make uniform urbanization impossible both at present and in the future. Furthermore, it is perhaps undesirable that uniform urbanization should ever come about since the openness of the fringe area is one of its more charming attributes. Not only was it impossible to exclude all farm and waste land from the planning area, it was equally impossible to include all urban-type development within the planning area. White Plains, Sheltontown, and a few other string-type communities would have been included in the planning area if they were not so far from the corporate limits of Mt. Airy.

The distance of a built-up community from the corporate limits of Mt. Airy was a criteria for inclusion or exclusion for two main

REASONS. FIRST, WE HAD TO INCLUDE WITHIN THE PLANNING AREA ALL OF THE LAND LYING WITHIN A RADIUS OF ONE MILE IN ALL DIRECTIONS FROM MT. AIRY'S CORPORATE LIMITS. THE REASON IS THAT SAID ONE MILE PERIMETER IS THE AREA WITHIN WHICH MT. AIRY CAN, IF IT WISHES, EXERCISE BOTH ZONING AND SUBDIVISION REGULATION PREROGATIVES. AS A MATTER OF FACT, MT. AIRY HAS AGREED TO LET THE COUNTY EXERCISE BOTH TYPES OF CONTROLS WITHIN THE TOWN'S ONE MILE PERIMETER. ONE SIGNIFICANT ADVANTAGE IN THIS ARRANGEMENT IS THAT THE COUNTY CAN GO BEYOND THE MILE LIMIT AREA WITH ITS ZONING WHEREAS THE TOWN IS LIMITED BY LAW TO THIS EXTENT. IF THE TOWN WERE TO ZONE THE EXTRA-TERRITORIAL AREA THEY HAVE A RIGHT TO ZONE, FLAT ROCK WOULD BE SPLIT RIGHT DOWN THE MIDDLE. THE PEOPLE WITHIN A MILE OF MT. AIRY WOULD BE PROTECTED BY ZONING RESTRICTIONS WHILE THE PEOPLE JUST ACROSS THE LINE MIGHT HAVE TO PUT UP WITH OFFENSIVE USES WHICH WOULD NOT BE ALLOWED WITHIN THE ZONED AREA. MORE WILL BE EXPLAINED ABOUT THE WHYS AND WHEREFORES OF ZONING BELOW; IT IS MENTIONED HERE ONLY BECAUSE IT HAS A BEARING ON THE DRAWING OF BOUNDARIES.

THE SECOND REASON WHEREBY DISTANCE FROM MT. AIRY'S CORPORATE LIMITS BECOMES A CRITERIA FOR INCLUSION OR EXCLUSION DERIVES FROM THE BASE MAPPING PROGRAM WHICH WAS UNDERTAKEN AS A PART OF SURRY COUNTY'S CONTRACT WITH THE DIVISION OF COMMUNITY PLANNING. THE BASE MAP, WHICH WAS PREPARED AT A SCALE OF ONE INCH EQUALS FOUR HUNDRED FEET, INCLUDES A SQUARED-OFF AREA WHICH NECESSARILY EXCLUDES WHITE PLAINS, SHELTONTOWN AND OTHER STRING-TYPE COMMUNITIES WHICH ARE

BEYOND THE SQUARE'S COVERAGE. WITHOUT MAP COVERAGE IT IS IMPOSSIBLE TO RECORD PRESENT LAND USE, TO DEVELOP A FUTURE LAND USE PLAN OR TO DESIGNATE ZONING DISTRICTS.

AS WILL BE APPARENT FROM THE FOREGOING COMMENTS, ONE OF THE PRIMARY MOTIVATIONS FOR DOING THIS STUDY IS TO PROVIDE A LOGICAL BASIS FOR ZONING THE MT. AIRY FRINGE AREA. ZONING IS THE DIVISION OF A COMMUNITY INTO DISTRICTS FOR THE PURPOSE OF REGULATING THE CONSTRUCTION OR ALTERATION OF BUILDINGS AND THE USE OF LAND WHERE ALL SUCH REGULATIONS ARE UNIFORM FOR EACH CLASS OR KIND OF BUILDING THROUGHOUT EACH DISTRICT BUT WHERE THE REGULATIONS IN ONE DISTRICT MAY DIFFER FROM THOSE IN OTHER DISTRICTS. ZONING NEED NOT BE TIED IN WITH A BUILDING CODE BECAUSE IT IS CONCERNED MOSTLY WITH USE AND DENSITY FACTORS. ACCORDING TO STATE LAW, ZONING MUST BE BASED ON A COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE COMMUNITY INVOLVED. THE FINAL CHAPTERS OF THIS REPORT WILL PRESENT SUCH A PLAN--BOTH VERBALLY AND GRAPHICALLY. HENCE, THIS REPORT DIFFERS IN ITS BASIC PURPOSE QUITE PROFOUNDLY FROM ALL BUT ONE OF THE OTHER REPORTS WHICH HAVE BEEN PREPARED FOR MT. AIRY AND PORTIONS OF ITS ENVIRONS. IT MIGHT BE WELL HERE TO DESCRIBE THESE PRIOR REPORTS AND EXPLAIN THEIR DEGREE OF OVERLAP.

THE FIRST PLANNING STUDY WHICH WAS UNDERTAKEN FOR MT. AIRY AND ITS ENVIRONS WAS A THOROUGHFARE PLAN WHICH WAS PREPARED BY THE STATE HIGHWAY COMMISSION'S ADVANCE PLANNING DEPARTMENT AND PUBLISHED IN DECEMBER, 1961. THE AREA STUDIED WAS THE SAME AS THAT COVERED BY

THE PRESENT STUDY EXCEPT THAT IT DID NOT GO QUITE AS FAR TO THE NORTH--IN THE SALEM AND FLAT ROCK AREAS. TRAFFIC, ECONOMIC, POPULATION, AND LAND USE STUDIES WERE MADE PRIOR TO THE ARTICULATION OF THE ACTUAL THOROUGHFARE PLAN. THE SECOND PLANNING STUDY TO COME OUT WAS A COMMUNITY FACILITIES PLAN FOR THE TOWN OF MT. AIRY AND VICINITY. ALTHOUGH THE EMPHASIS OF THIS REPORT WAS ON THE TOWN PROPER, THE NEEDS OF THE FRINGE AREA FOR PUBLIC WORKS, PUBLIC SAFETY, AND CULTURAL SERVICES WERE ANALYZED. THIS REPORT ALSO CAME OUT IN DECEMBER, 1961.

IN SEPTEMBER, 1962, A REPORT ON THE WATER SUPPLY SYSTEM OF THE TOWN OF MT. AIRY WAS ISSUED BY J. N. PEASE AND COMPANY OF CHARLOTTE. WHILE THIS REPORT IS ACTUALLY MORE OF AN ENGINEERING STUDY THAN A PLANNING STUDY, ITS CONTENTS DO HAVE A BEARING ON THE ANTICIPATED DEVELOPMENT OF CERTAIN AREAS. THIS REPORT WAS PARTICULARLY USEFUL IN CONNECTION WITH THE PUBLIC IMPROVEMENTS PROGRAM WHICH WAS PREPARED FOR MT. AIRY IN THE EARLY PART OF 1963. THIS CAPITAL BUDGET MAKES REFERENCE TO SEVERAL INVESTMENTS WHICH THE TOWN EXPECTS TO BE CALLED UPON TO MAKE WITHIN THE FRINGE AREA BEFORE 1970.

IN FEBRUARY OF 1962, THE MT. AIRY LAND USE SURVEY AND DEVELOPMENT PLAN WAS PUBLISHED. IT COVERS THE ENTIRE AREA WHICH IS COMPREHENDED BY THE PRESENT REPORT--PLUS THE TOWN OF MT. AIRY. OF ALL THE REPORTS WHICH HAVE BEEN NAMED THUS FAR, OR WILL BE NAMED HEREAFTER, THIS ONE IS THE MOST SIMILAR IN CONTENT AND PURPOSE TO THE PRESENT REPORT. BECAUSE OF THE DETAILED NATURE OF THE LAND USE AND HOUSING DATA CONTAINED IN THE MT. AIRY LAND USE REPORT, IT IS

NOT THOUGHT IMPERATIVE THAT THE PRESENT REPORT OELVE TOO OEEPLY INTO THE OESCRIPTIVE ASPECTS OF A LAND USE STUOY. THE REAOER IS ENCOURAGED TO REFER TO THE MT. AIRY LAND USE SURVEY AND DEVELOPMENT PLAN IF MORE DETAIL IS DESIRED ON ITEMS WHICH THIS REPORT MIGHT SEEM TO GLOSS OVER.

THE PDPULATION AND ECONOMY DF MT. AIRY WERE THE SUBJECT DF A SPECIAL REPORT WHICH CAME OUT IN AUGUST, 1962. THIS REPORT TREATEO THE MAJOR ECONOMIC CDMMITMENTS OF THE MT. AIRY URBAN AREA ANO INOICATED PROBABLE TRENDS. IT ALSD SET FDRTH A QUANTITY OF STATISTICS ON SUCH THINGS AS INCOME, EDUCATION ANO HOUSING LEVELS IN THE AREA. POPULATION DATA WERE SET FORTH IN SUCH A WAY AS TO SHOW AGE, SEX AND RACE CHARACTERISTICS AND TRENDS. WHILE THE EMPHASIS DF THIS STUOY WAS ON THE TOWN PROPER, CERTAIN IMPLICATIONS OF THE STUDY, ESPECIALLY WITH REGARO TD THE ECDNDMY, APPLY TO THE FRINGE AREA. IN FEBRUARY, 1963, A SIMILAR PDPULATIDN AND ECONDMY STUDY WAS PUBLISHEO AS AN ELEMENT OF THE SURRY COUNTY CONTRACT. THIS REPDRT WAS GEARED PRIMARILY TD THE NEEOS AND INTERESTS OF THE TOWNS OF ELKIN, DDBSDN ANO PILDT MOUNTAIN; BUT, HERE AGAIN, SDME DF ITS FIGURES ANO CDNCLUSIONS HAVE RELEVANCE FOR THE CDMMUNITIES ARDUND MT. AIRY. FOR EXAMPLE, ITS POPULATIDN PROJECTIONS FDR MT. AIRY TDWNSHIP WERE AOAPTED SO AS TD REPRESENT LIKELY GRDWTH TRENDS IN THE FRINGE AREA.

FINALLY, IN AUGUST, 1963, TWD VERY SIGNIFICANT AND SPECIALIZED REPORTS WERE PUBLISHED, BOTH OF WHICH ANALYZE IN GREAT DETAIL CERTAIN PORTIONS DF THE FRINGE AREA. THE NEIGHBORHDOD ANALYSIS, FOR EXAMPLE, OELVES INTD THE CHARACTERISTICS OF THE VARIDUS NEIGHBORHOOOS WHICH

constitute the Town of Mt. Airy as well as the characteristics of certain areas beyond the town limits. Specifically, it covers almost everything from the U. S. 52 Bypass on the west and south to the Ararat River on the east and from the junction of the U. S. 52 Bypass and U. S. 52-A (just beyond Short-town) to the junction of N. C. 1716 and N. C. 104 (Riverside Drive), thence along Riverside Drive down to the present town limits. This report also recommends different types of treatment, e.g. conservation or spot clearance, for given areas. The Annexation Study was undertaken to determine which, if any, of the areas adjoining Mt. Airy would be feasible for the Town to annex over a period of ten or twenty years. Fiscal analyses were made which demonstrate that very few of these areas would be feasible to annex. However, those areas which could be annexed to the mutual advantage of the Town and the property owners involved certainly should be annexed.

It can probably be stated, without fear of contradiction, that Mt. Airy and environs are among the most thoroughly and intensively studied areas of their size in the country. This is why the present report will hit only the high spots in its treatment of existing development and will borrow heavily from the other reports for its policy statements and the actual design of its Land Development Plan.

Methodology

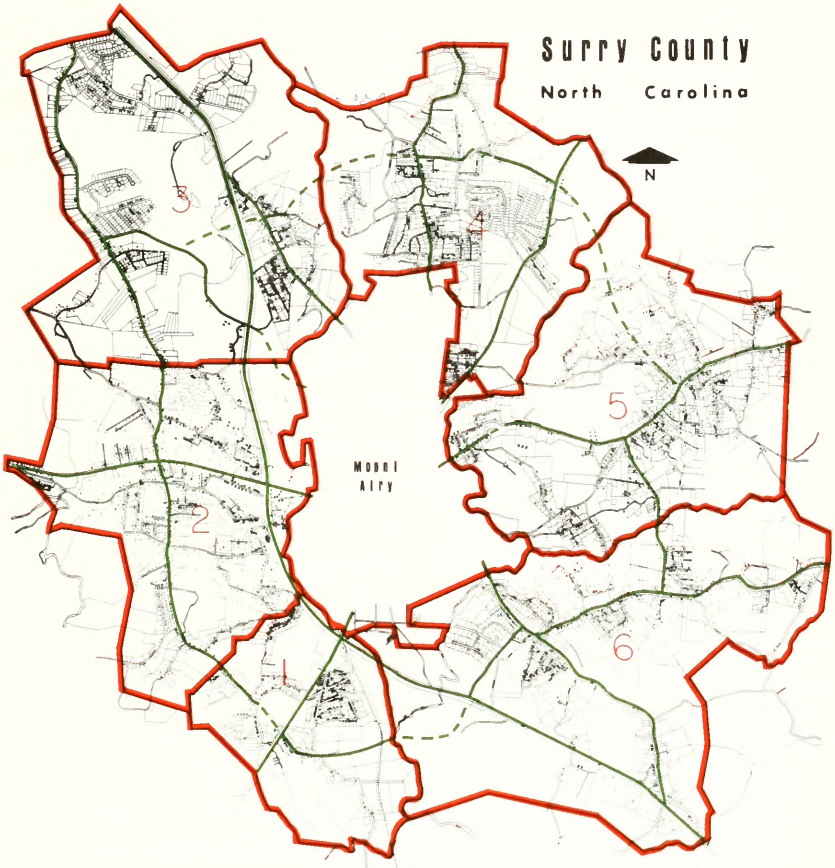
For purposes of analysis the Mt. Airy fringe area was divided into six study areas (see Map 1). These areas were delineated mainly on the basis of their community identity, but they may not represent

STUDY AREAS AND THOROUGHFARE PLAN

Mount Airy Fringe Area

Surry County

North Carolina



LEGEND

EXISTING MAJOR THOROUGHFARES

PROPOSED CONNECTORS

MAP-1

THE PRECISE AREAS WHICH RESIDENTS OF THE VARIOUS COMMUNITIES WOULD CONSIDER "THEIR COMMUNITY". AREA 1 INCLUDES HIGHLAND PARK AND WHAT MIGHT BE CALLED SOUTH FRANKLIN. THERE SEEMS TO BE A FAIRLY NATURAL BREAK BETWEEN THIS AREA AND AREA 2. AREA 2 INCLUDES TOAST, THE BALANCE OF FRANKLIN PLUS SANDY LEVEL. AREA 3 MIGHT BE CALLED THE "SHORT-TOWN - FANCY GAP COMMUNITY." IT IS DIVISIBLE FROM TOAST BY A REMARKABLY DIRECT LINKAGE OF PROPERTY LINES. AREA 3 INCLUDES TOWN WOODS AND LAUREL HILLS SUBDIVISIONS. AREA 4 MIGHT BE CALLED THE "SALEM - NORTHSIDE COMMUNITY." IT INCLUDES THE COUNTRY CLUB AREA, INDIAN SPRINGS, SMITH WOODS, AND NELSON HILL. AREA 5 IS CLEARLY FLAT ROCK. IT IS DIVIDED FROM AREA 6 BY FORKNER CREEK. AREA 6 IS BANNERTOWN, INCLUDING OAK GROVE, FAIRVIEW SUBDIVISION AND THE AREA SURROUNDING THE JUNCTION OF U. S. 52 BYPASS AND U. S. 52-A.

THE USE OF EVERY PARCEL OF LAND WITHIN THE AREA SHOWN ON MAP 1 WAS NOTED AND RECORDED ON THE BASE MAPS WHICH WERE PREPARED FOR THIS PURPOSE. THE ACREAGE DEVOTED TO STREET, INDUSTRIAL, COMMERCIAL, PUBLIC AND SEMI-PUBLIC AND RESIDENTIAL LAND USE WAS MEASURED AND TOTALLED FOR EACH STUDY AREA. THE TOTAL DEVELOPED ACREAGE WITHIN EACH STUDY AREA WAS THEN COMPUTED. THIS FIGURE WAS SUBTRACTED FROM THE MEASURED TOTAL ACREAGE FOR EACH STUDY AREA TO GIVE THE AMOUNT OF LAND WHICH IS EITHER FARMED OR IDLE (THE LATTER CATEGORY INCLUDING WATER-COURSES AND PONDS). ONCE THE VARIOUS ACREAGE FIGURES HAD BEEN COMPUTED IT WAS POSSIBLE TO FIGURE PERCENTAGES FOR THE VARIOUS USES. NO ATTEMPT WILL BE MADE TO COMPARE THESE PERCENTAGES WITH SIMILAR

INDEXES FOR OTHER SUBURBAN AREAS. SUCH AREAS DIFFER SO GREATLY IN THEIR PHYSICAL AND SOCIAL CHARACTERISTICS THAT SUCH COMPARISON WOULD SURELY BE MEANINGLESS. AN ATTEMPT WILL, HOWEVER, BE MADE TO ESTIMATE FUTURE LAND USE NEEDS ON THE BASIS OF PROJECTED POPULATION GROWTH AND THE PREVAILING RATIO OF ACRES IN A PARTICULAR USE PER 100 PERSONS. THIS ACRES PER 100 PERSONS INDEX WILL NOT BE ESPECIALLY SIGNIFICANT IN THE CASE OF THE MT. AIRY FRINGE AREA BECAUSE, FOR ONE THING, THE PRESENT POPULATION OF THE PLANNING AREA CAN BE ESTIMATED ONLY ROUGHLY, AND FOR ANOTHER, THE ESTIMATES GIVEN IN THE AFOREMENTIONED Surry County Population and Economy Report ARE PROBABLY TOO MODEST.

IN ORDER TO GIVE PUBLIC OFFICIALS AND PRIVATE DEVELOPERS SOME GUIDE AS TO THE HIGHEST AND BEST USE OF ALL THE LAND WITHIN THE PLANNING AREA, THE LAND DEVELOPMENT PLAN EMBRACES MORE THAN THE AREAS WHICH ARE LIKELY TO SEE DEVELOPMENT BY 1980. ALTHOUGH 1980 WAS AND IS THE TARGET DATE FOR MOST OF THE PLANNING WHICH HAS BEEN DONE, AND IS BEING DONE, FOR MT. AIRY AND ITS ENVIRONS, IT IS UNREASONABLE TO DESIGNATE ON THE PLAN ONLY THAT AMOUNT OF LAND WHICH WILL BE NEEDED ACCORDING TO POPULATION PROJECTIONS. IT IS ENTIRELY POSSIBLE THAT MT. AIRY'S FRINGE AREA WILL EXPERIENCE CONSIDERABLY MORE GROWTH THAN CAN BE FORESEEN AT THE PRESENT TIME. HOWEVER, THE LAND DEVELOPMENT PLAN (MAP 8) DISTINGUISHES BETWEEN THOSE RESIDENTIAL AREAS WHICH OUGHT TO DEVELOP FIRST AND THOSE WHICH COULD BE DEVELOPED MUCH LATER.

IT SHOULD BE POINTED OUT THAT A LAND USE OR DEVELOPMENT PLAN HAS NO LEGAL STATUS--EXCEPT AS ITS RECOMMENDATIONS ARE INCORPORATED INTO

A ZONING ORDINANCE. NEITHER IS IT FIXED AND INFLEXIBLE. PERIODIC REVISIONS OF THE PLAN WILL BE NECESSARY AS NEW CIRCUMSTANCES CREATE NEW PROBLEMS OR MAKE OLD RECOMMENDATIONS OBSOLETE. IN SHORT, A LAND USE OR DEVELOPMENT PLAN IS MERELY A GUIDE TO THE PHYSICAL DEVELOPMENT OF A COMMUNITY WHICH TAKES INTO CONSIDERATION PRESENT CONDITIONS AND FUTURE POTENTIALITIES. IT IS A PICTURE OF WHAT IS POSSIBLE IF DEVELOPMENT DECISIONS AND ACTIVITIES ARE CO-ORDINATED.

CHAPTER II

Background

This chapter will treat the planning area's physical setting, economic base and style of life, and past and future population trends.

Physical Setting

Mt. Airy is located in the Piedmont section of North Carolina but is very near the foothills of the Blue Ridge. The Town proper and its suburbs are situated in a large hollow which formerly was called simply "The Hollow". Soils in the Hollow do not, as a general rule, have good permeability. This condition results from the granitic nature of so much of the bedrock underlying the area. In fact, granitic outcrops are in evidence in many parts of the planning area. For these and other reasons, much of the development around Mt. Airy has taken place on rather large lots. However, there are sections within each of the six study areas where houses are jammed together on very small lots, creating health problems of some magnitude.

The topography of the Mt. Airy urban area is quite irregular. Being so close to the foothills of the Blue Ridge the vicinity naturally has its "ups and downs". There are some rather steep hills in parts of the planning area. Such hills have influenced street layout in the past and they will continue to do so in the future. The planning area is drained by some sizeable rivers and

creeks including Ararat River, Lovill's Creek, Stewart's Creek, and Forkner Creek. Mt. Airy proper is built on the rise between Ararat River and Lovill's Creek. Toast lies between Lovill's Creek and Stewart's Creek. As already mentioned, Forkner Creek separates Flat Rock and Bannertown. These and other drainage-ways are important in terms of possible utility extensions or community systems as well as in terms of defining neighborhoods and communities.

Economic Base and Style of Life

In addition to being an important agricultural trade and service center, Mt. Airy is a major manufacturing center for textiles, furniture, and stone products. In fact, these three manufacturing activities employ almost half of the labor force in the Town and its surrounding communities. Other major sources of employment in the area include commercial trade, personal and professional services, construction, and utilities. No figures are available for the employment of persons residing just within the planning area, but Appendix A (on page 34) of the Mt. Airy Population and Economic Report shows the employment in various fields for the Town of Mt. Airy and for the "Rest of Mt. Airy Township." Employment totals are 3,073 for the Town proper and 5,687 (including 347 in agriculture) for the "Rest of Mt. Airy Township." The percentage of unemployed males in the labor force in 1960 was 2.9 for the "Rest of Mt. Airy Township"; for women it was 6.9%. Within Mt. Airy itself, 5.1% of the men and 6.5% of the women belonging to the labor force were unemployed.

INCOME DATA FOR 1959 IS GIVEN IN APPENDIX B OF THE AFOREMENTIONED REPORT. THIS DATA WILL BE SUMMARIZED HERE.

TABLE 1 INCOME DATA, 1959
MT. AIRY AND ITS SURROUNDING COMMUNITIES

INCOME CATEGORY	MT. AIRY	SURROUNDING COMMUNITIES
MEAN (AVERAGE) FAMILY INCOME	$5,871	$4,201
MEDIAN FAMILY INCOME	4,504	3,844
PER CAPITA INCOME	1,773	1,203
PERCENT OF FAMILIES WITH:		
...LESS THAN $3,000 INCOME	27.6%	34.7%
...$3,000 - $7,999	56.4	59.4
...$8,000 AND OVER	16.0	5.9
PERCENT OF ALL FAMILY INCOME:		
...BY FAMILIES UNDER $3,000	8.0%	14.4%
...FAMILIES $3,000 - $7,999	48.9	68.6
...FAMILIES $8,000 AND OVER	43.1	17.0

THE CLOSENESS OF THE MEAN AND MEDIAN FAMILY INCOMES FOR THE SURROUNDING COMMUNITIES IS SIGNIFICANT. (THEY ARE ONLY $347 APART, AS COMPARED TO $1,367 APART IN MT. AIRY.) THIS MEANS THAT THE MIDDLE INCOME GROUP EARNS A LARGER PROPORTION OF THE TOTAL INCOME. THIS IS A FAVORABLE SITUATION, ALTHOUGH IT WILL BE NOTED THAT THE LOWER INCOME GROUP IS ALSO LARGER IN THE FRINGE AREA.

PERSONAL INCOME IS RELATED RATHER DIRECTLY TO EDUCATIONAL ATTAINMENT. IT IS INTERESTING TO NOTE THAT THE MEDIAN ATTAINMENT OF MT. AIRY ADULTS 25 YEARS OF AGE AND OVER IN 1960 WAS 9.4 YEARS OF SCHOOLING. FOR MT. AIRY'S SUBURBS IT WAS 7.5. (INCIDENTALLY, A "MEDIAN" IS A POINT WHICH DIVIDES AN ARRAY OF NUMBERS SO THAT AN EQUAL NUMBER OF CASES ARE ABOVE AND BELOW THE POINT.) WHEREAS ONLY

13.7% OF THE ADULTS LIVING WITHIN MT. AIRY HAD LESS THAN FIVE YEARS OF SCHOOLING, 19.7% OF THE ADULTS WITHIN THE SURROUNDING COMMUNITIES HAD LESS THAN FIVE YEARS. WHILE 17.2% OF MT. AIRY ADULTS HAD ONE OR MORE YEARS OF COLLEGE, ONLY 4.3% OF THE SUBURBAN RESIDENTS WERE SO FORTUNATE.

ACCORDING TO THE MT. AIRY POPULATION AND ECONOMIC REPORT, THERE WERE 2,750 DWELLING UNITS WITHIN THE MT. AIRY PLANNING AREA (EXCLUSIVE OF THE TOWN ITSELF). OF THESE 2,750 DWELLING UNITS, 1,322 (OR 48.07%) ARE SUBSTANDARD. THE FOLLOWING BREAKDOWN BY COMMUNITIES IS BASED ON THE 1960 CENSUS OF HOUSING.

TABLE 2 HOUSING QUALITY ACCORDING TO CENSUS DATA

COMMUNITY	HOUSING UNITS	SUBSTANDARD UNITS	PERCENT SUBSTANDARD
MT. AIRY PLANNING AREA	5,065	1,788	35.3%
MT. AIRY (TOWN OF)	2,315	466	20.1
BANNERTOWN	342	106	31.0
FLAT ROCK	529	303	57.3
TOAST - FRANKLIN	579	287	49.6
REST OF PLANNING AREA	1,300	626	48.2

THESE PERCENTAGES OF SUBSTANDARD HOUSING UNITS BECOME ESPECIALLY MEANINGFUL WHEN COMPARED WITH THOSE FOR ALL NORTH CAROLINA AND U. S. HOUSING. FOR NORTH CAROLINA, THE PERCENTAGE WAS 36.5 SUBSTANDARD AND FOR THE U. S. IT WAS ONLY 20.1%. THUS, IT CAN BE SEEN THAT THE TOTAL PLANNING AREA'S 35.3% IS COMPARABLE TO THE STATE AVERAGE, BUT THE FRINGE AREA'S 48.07% IS FAR WORSE. BOTH AVERAGES ARE BAD BY U. S. STANDARDS.

Population Trends

The following table gives population figures for Mt. Airy Town and Township for 1950 and 1960 (based on censuses) and for 1970 and 1980 (based on projections):

TABLE 3 — Population Trends

	1950	1960	1970	1980
Mt. Airy Township	19,383	20,704	21,759	22,448
Mt. Airy (Town of)	7,192	7,055	7,200*	7,500*
Rest of Township	12,191	13,649	14,559	14,948
Planning Area	----	10,662(est.)	11,559	11,948
Balance of Township	----	2,987(est.)	3,000	3,000

*Assumes only minor annexations

A few words of explanation are in order with reference to certain of the figures in the table above. The 7,200 and 7,500 figures for Mt. Airy's population in 1970 and 1980 are undoubtedly underestimates. But, in the absence of more scientific projections, these will be used. The 10,662 figure represents an estimate of the population of the aggregate fringe area in early 1963. It was derived by counting the dwelling units within the planning area delineated for purposes of this study. There were 3,136. Multiplying by 3.4, a compromise between Mt. Airy's 3.2 persons per dwelling unit and Surry County's 3.6, yields a population of 10,662. This figure differs by 175 persons from the 9,487 persons assigned to that portion of the fringe area which was embraced by the planning area delineated for purposes of the Mt. Airy Land Use Survey and Development Plan. It will be noted that the difference in population between the planning area which will

BE USED IN THIS REPORT AND THE BALANCE OF MT. AIRY TOWNSHIP (EXCLUDING THE TOWN PROPER) IS ALMOST 3,000 PERSONS. HENCE, THIS 3,000 FIGURE WAS USED AS A CONSTANT FOR THAT PORTION OF THE TOWNSHIP WHICH LIES BEYOND OUR PLANNING AREA WHEN 1970 AND 1980 POPULATION TOTALS WERE PROJECTED.

CHAPTER III

The Present Use of Land

This chapter will discuss the present use of land within the Mt. Airy fringe area in terms of acreages, percentages, and implications for the future. It will also set forth in general terms the land use problems which are characteristic of the area's communities.

Land Use Patterns

The six major categories of land use which will be discussed under this heading are: (1) Streets and Roads, (2) Industrial (including railroads and other utility installations), (3) Commercial (including retail and wholesale trade, repair, personal, medical, and professional services, and parking lots accessory to these uses), (4) Public and Semi-Public (including churches and clubs along with government facilities), (5) Residential, and (6) Vacant and Farmed. Table 4 gives a breakdown by study areas of the acreages in each category. The percentage of the developed acreage which falls within each category is shown in Table 5.

In terms of round numbers there are 11,350 acres within the planning area. Of these 11,350 acres, 3,350 acres are developed for urban uses while the remaining 8,000 acres are either vacant or farmed. In terms of percentages, it appears that just under 30% of the total fringe area is developed for urban uses--leaving 70% which is vacant or farmed. These percentages are not unusual for a semi-rural fringe area, but they suggest that a lot of idle land which

TABLE 4 EXISTING LAND USE: ACREAGES

STUDY AREA	1	2	3	4	5	6	TOTALS
STREETS AND ROADS	52.00	150.00	158.00	180.00	154.00	144.00	846.00
INDUSTRIAL AND RAILROAD	58.77	63.13	19.20	15.27	140.19	7.78	304.34
COMMERCIAL	16.56	47.52	71.03	22.11	32.02	16.63	205.87
PUBLIC AND SEMI-PUBLIC	1.00	39.33	62.84	58.98	16.19	44.88	223.22
RESIDENTIAL	181.00	438.23	268.71	310.07	387.50	185.63	1,771.14
TOTAL DEVELOPED AREA	309.33	746.21	579.78	586.43	729.90	398.92	3,350.57
VACANT OR FARMED	785.26	949.72	1,691.78	981.42	1,316.43	2,243.44	7,998.05
TOTAL AREA	1,094.59	1,695.93	2,271.56	1,567.85	2,046.33	2,642.36	11,348.62

TABLE 5 EXISTING LAND USE: PERCENTAGES

STUDY AREA	1	2	3	4	5	6	TOTALS
STREETS AND ROADS	16.81	21.17	27.25	30.69	21.09	36.09	25.24
INDUSTRIAL AND RAILROAD	19.00	8.46	3.31	2.60	19.20	1.95	9.08
COMMERCIAL	5.35	6.36	12.25	3.77	4.38	4.16	6.14
PUBLIC AND SEMI-PUBLIC	0.32	5.27	10.83	10.05	2.21	11.25	6.66
RESIDENTIAL	58.51	58.72	46.34	52.87	53.08	46.53	52.86
TOTAL DEVELOPED	100.00	100.00	100.00	100.00	100.00	100.00	100.00
AREA	25.52	44.00	25.52	37.40	35.66	15.10	29.52
VACANT OR FARMED	74.48	56.00	74.48	62.60	64.34	84.90	70.48
TOTAL AREA	100.00	100.00	100.00	100.00	100.00	100.00	100.00

LIES BETWEEN EXISTING DEVELOPMENTS OUGHT TO BE UTILIZED BEFORE URBAN GROWTH IS ALLOWED TO ENCROACH ON PRIME FARMLANDS LYING BEYOND THE BOUNDARIES OF THE PLANNING AREA.

MAPS 2 - 7 SHOW EXISTING LAND USE AND HOUSING CONDITIONS IN EACH OF THE SIX STUDY AREAS.

STREETS AND ROADS

STREETS AND ROADS OCCUPY 846 OF THE 3,350 DEVELOPED ACRES WITHIN THE MT. AIRY FRINGE AREA. IN OTHER WORDS, THEY TAKE UP SLIGHTLY MORE THAN 25% OF THE DEVELOPED ACREAGE. THIS IS A VERY THRIFTY PERCENTAGE FOR STREETS. THEY USE ONLY 7.45% OF THE TOTAL ACREAGE WITHIN THE PLANNING AREA. BUT, THEIR IMPORTANCE FAR OUTWEIGHS THEIR EXTENT. AS THE OTHER 70% OF THE URBAN AREA FILLS IN (TO THE EXTENT THIS IS TOPOGRAPHICALLY FEASIBLE) MORE STREETS WILL BE NEEDED. PROPER LAYOUT CAN MINIMIZE THE AMOUNT OF LAND NEEDED FOR STREETS WITHOUT WHITTLING DOWN THE RIGHTS-OF-WAY TO A WIDTH WHERE THE STATE HIGHWAY DEPARTMENT WILL NOT MAINTAIN THEM. THIS MAINTENANCE FACTOR IS THE REASON WHY 60-FOOT RIGHTS-OF-WAY ARE SPECIFIED IN THE MT. AIRY AND SURRY COUNTY SUBDIVISION REGULATIONS FOR ANY STREET UPON WHICH RESIDENCES WILL FRONT. THERE ARE SOME EXTREMELY NARROW AND RUTTED ROADS IN PARTS OF THE PLANNING AREA. SOME OF THEM COULD NOT BE NAVIGATED BY THE FIELD PARTY WHICH TOOK THE LAND USE. THERE ARE ALSO MANY ACUTE INTERSECTIONS, JOGS AND OTHER DANGEROUS ARRANGEMENTS.

THE OVERALL CIRCULATION SYSTEM IS BETTER THAN AVERAGE. IT IS POSSIBLE, WITHOUT UNREASONABLE DETOURS, TO GET FROM ONE PART OF THE FRINGE AREA TO ANOTHER WITHOUT TRAVERSING THE DOWNTOWN AREA. THIS

CROSS-TOWN MOVEMENT IS QUITE EFFICIENT EXCEPT WHERE ADDITIONAL CONNECTORS AND BRIDGES ARE NEEDED. THESE CONNECTORS WOULD, HOWEVER, BE INTEGRAL TO THE OUTER LOOP ROUTE PROPOSED BY THE STATE HIGHWAY COMMISSION. THEY WOULD DO FOR THE NORTHEASTERN SIDE OF MT. AIRY WHAT FRANKLIN ROAD DOES FOR THE SOUTHWEST. THE CONSTRUCTION OF U. S. 52 BYPASS HAS ALLEVIATED MOST THROUGH-TRAFFIC PROBLEMS.

THE RADIAL STREET SYSTEM, COMPOSED OF STREETS WHICH DISTRIBUTE TRAFFIC FROM THE DOWNTOWN AREA TO OUTLYING AREAS, IS QUITE COMPREHENSIVE ALTHOUGH BOTTLENECKS RESULTING FROM INADEQUATE WIDTH AND BAD GRADES EXIST. RADIAL STREETS INCLUDE: LEBANON STREET, NORTH MAIN STREET'S NORTHWARD EXTENSIONS (WARD'S GAP AND SPRINGS ROADS), LINVILLE ROAD, EAST PINE STREET (N. C. 103), RIVERSIDE DRIVE (N. C. 104), SOUTH MAIN STREET (U. S. 52-A) AND N. C. 89-EAST, HAMBERG STREET, U. S. 601, WORTH STREET - SNOWHILL DRIVE, BLUEMONT ROAD, MAPLE DRIVE - OLD TOAST ROAD, N. C. 89-WEST, PIPER GAP ROAD (N. C. 1634), AND GALAX TRAIL.

INDUSTRIAL

SOME 304 ACRES WITHIN THE FRINGE AREA ARE DEVOTED TO INDUSTRIAL AND RELATED USES. THESE 304 ACRES CONSTITUTE 9.08% OF THE DEVELOPED ACREAGE AND 2.68% OF THE TOTAL ACREAGE WITHIN THE PLANNING AREA. THE LARGEST TRACT OF INDUSTRIALLY USED LAND IS, OF COURSE, THE QUARRY. OTHER LARGE TRACTS INCLUDE THE DEVELOPED PORTIONS OF THE MT. AIRY DEVELOPMENT CORPORATION'S NEW INDUSTRIAL PARK AND THE PROCTOR-SILEX SITE. ALL OF THE RAILROAD RIGHT-OF-WAY ACREAGE, WHICH HAS BEEN INCLUDED WITHIN THE INDUSTRIAL CATEGORY, LIES WITHIN AREA 1. THE AREA HAVING THE LARGEST NUMBER OF DIFFERENT INDUSTRIES INTERSPERCED

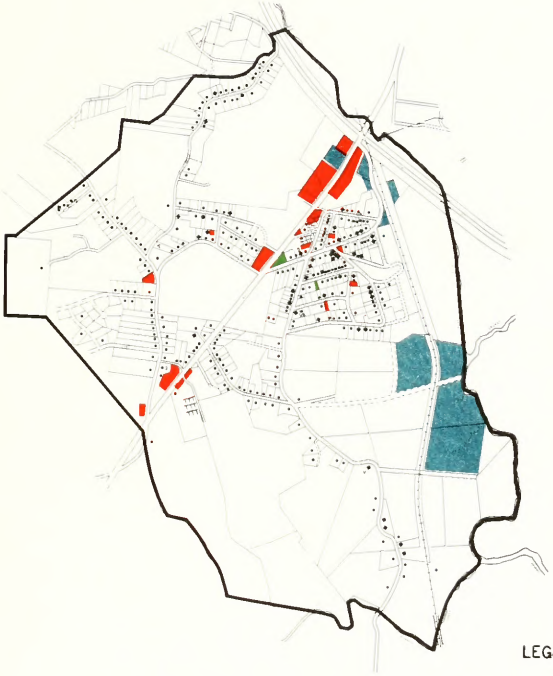
ABOUT IS AREA 2. THIS AREA WOULD UNDOUBTEDLY BE MORE LIVEABLE IF THE INDUSTRIES WERE NOT SCATTERED ABOUT SO INDISCRIMINATELY. THIS IS NOT TO SAY THAT INDUSTRIES SHOULD NOT BE LOCATED WITHIN THIS AREA, BUT THEY SHOULD BE LOCATED IN SUCH A WAY AS TO CAUSE NO OFFENSE TO NEIGHBORING RESIDENCES. AMONG THE PROBLEMS WHICH POORLY LOCATED INDUSTRIES CAUSE ARE EXCESSIVE TRUCK TRAFFIC AND INADEQUATE EMPLOYEE PARKING, SMOKE, DUST, FUMES, GLARE, VIBRATIONS AND NOISE. PROPER SITING CAN PROTECT RESIDENTIAL AREAS FROM THESE ILL EFFECTS WHILE, AT THE SAME TIME, PROTECTING VALUABLE INDUSTRIES FROM SHOODY RESIDENTIAL AND BUSINESS DEVELOPMENTS IN THEIR IMMEDIATE VICINITIES.

COMMERCIAL

COMMERCIAL DEVELOPMENT, WHICH INCLUDES FIRMS AND INDIVIDUALS SPECIALIZING IN VARIOUS TYPES OF COMMERCIAL SERVICES, UTILIZES 205.87 ACRES WITHIN THE FRINGE AREA. THIS AMOUNTS TO 6.14% OF THE DEVELOPED ACREAGE AND 1.81% OF THE TOTAL ACREAGE OF THE PLANNING AREA. THE LARGEST CONCENTRATIONS OF COMMERCIAL LAND USE ARE: (1) ALONG N. C. 89 AS IT PASSES THROUGH TOAST, (2) ALONG U. S. 52-A AS IT PASSES THROUGH SHORT-TOWN AND THE FANCY GAP COMMUNITY, AND (3) ALONG U. S. 52 BYPASS. THESE COMMERCIAL AREAS ARE ALL "GENERAL BUSINESS" AREAS; THEY SERVE SURROUNDING RESIDENCES WITH CONVENIENCE GOODS, THE TRAVELLING PUBLIC WITH SPECIAL GOODS AND SERVICES, AND THE WHOLE REGION WITH CERTAIN WHOLESALE-TYPE GOODS. ANOTHER IMPORTANT "GENERAL BUSINESS" AREA IS THAT WHICH HAS DEVELOPED ALONG U. S. 601 IN AREA 1. A COUPLE OF THE COMMERCIAL AREAS IN FLAT ROCK ALSO FUNCTION AS "GENERAL BUSINESS" DISTRICTS.

EXISTING LAND USE

STUDY AREA · 1



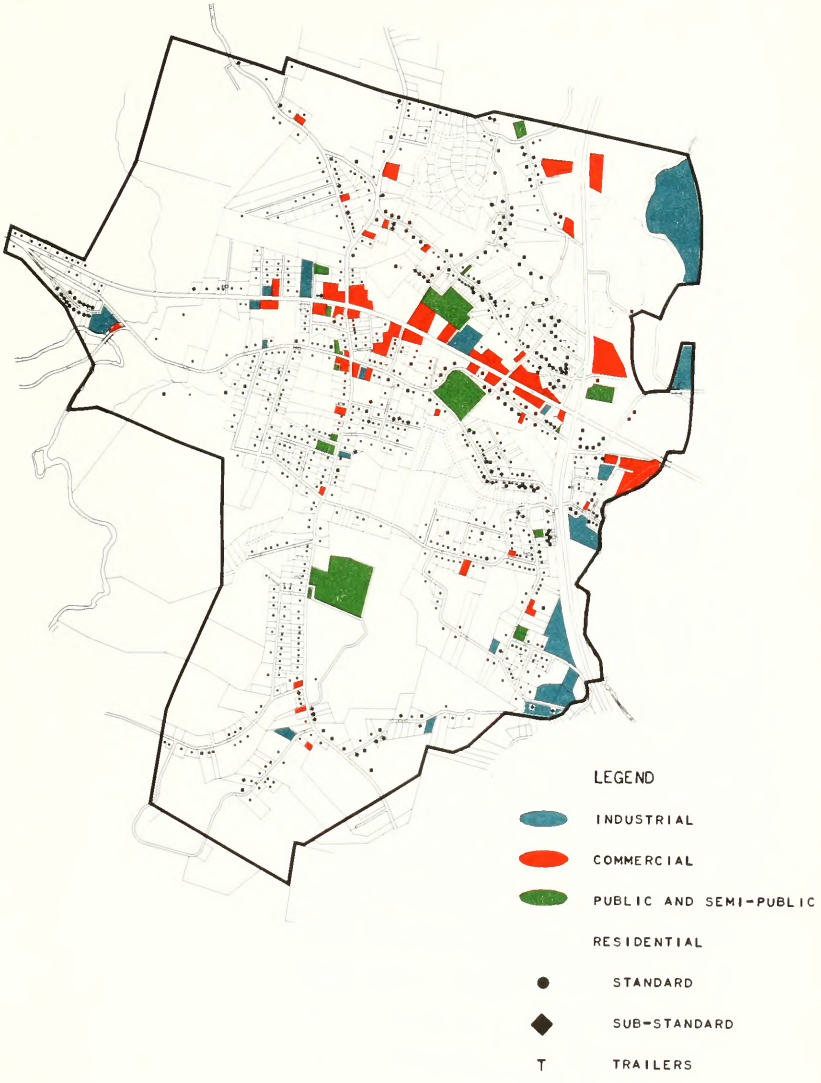
LEGEND

- INDUSTRIAL
- COMMERCIAL
- PUBLIC AND SEMI-PUBLIC
- RESIDENTIAL
  - ● STANDARD
  - ◆ SUB-STANDARD
  - T TRAILERS

MAP-2

EXISTING LAND USE

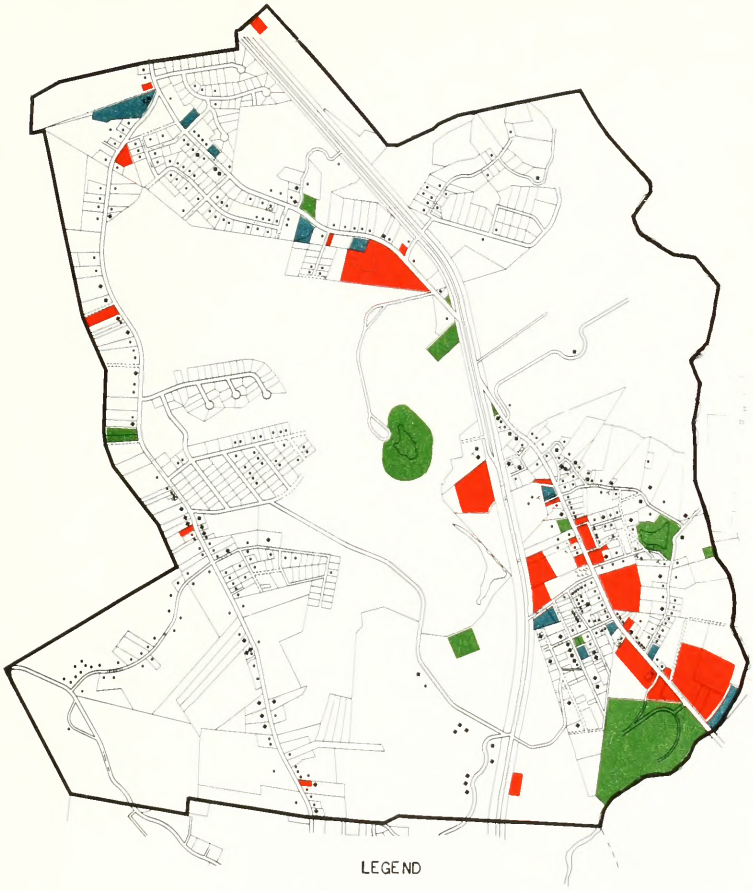
STUDY AREA · 2



MAP-3

EXISTING LAND USE

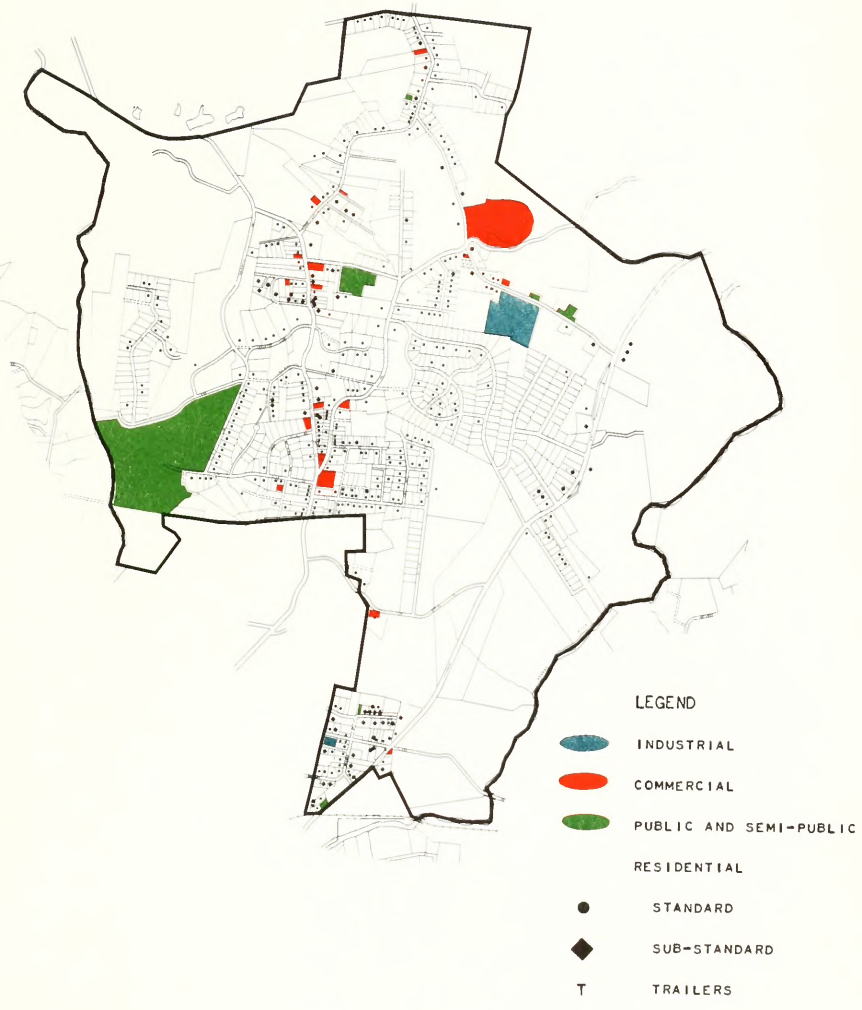
STUDY AREA · 3



MAP-4

EXISTING LAND USE

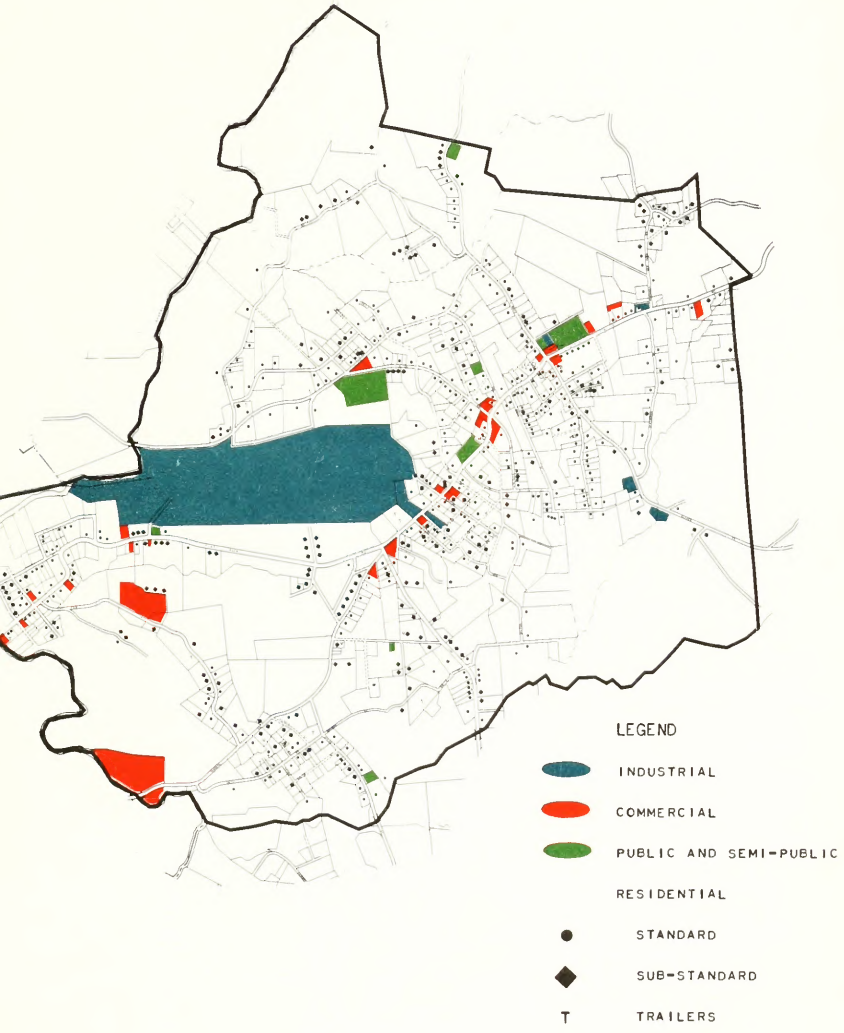
STUDY AREA · 4



MAP-5

EXISTING LAND USE

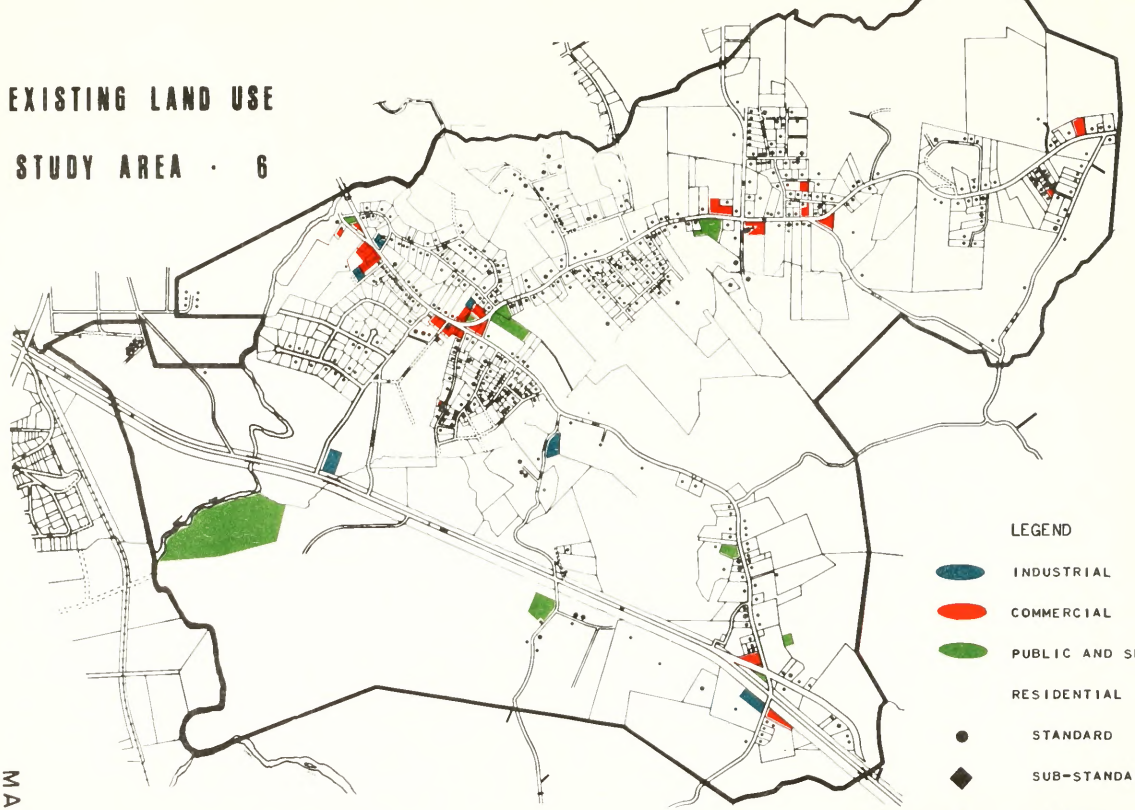
STUDY AREA · 5



MAP-6

EXISTING LAND USE

STUDY AREA · 6



MAP-7

Neighborhood business districts, which customarily retail groceries, sundries, and gasoline and have a few personal service establishments such as barber and beauty shops, laundromats and dry cleaners, are scattered quite liberally over the planning area. There is a good-sized neighborhood business district in Area 2, another in Area 6, and smaller ones in Areas 4 and 5. Besides these relatively complete neighborhood shopping districts there are individual stores and home occupations scattered throughout the planning area. There are, for instance, 23 "mixed uses" and home occupations within the planning area. By "mixed uses" we mean structures which are used for both residential and business purposes. The home occupations counted above are those which would be allowed by a typical zoning ordinance. Garages and plumbing shops, even though located in back yards of homes, are not true home occupations. Furthermore, they do not belong in the midst of residential areas any more than sawmills or slaughter houses do.

Public and Semi-Public

Slightly more land is devoted to public and semi-public uses than is devoted to commercial activities. Some 223.22 acres (or 6.66% of the developed acres) are occupied by public and semi-public facilities. This acreage amounts to only 1.96% of the total acreage within the planning area. The largest tracts in public and semi-public land use are the Franklin School and two cemeteries in Area 2, the Veterans' Park and two reservoirs in Area 3, the Country Club and J. J. Jones School in Area 4, the park north of the quarry and Flat

Rock School in Area 5, and the Bannertown School and Sewage Treatment Plant in Area 6. The most glaring land use problems which relate uniquely to public and semi-public land uses are site size and parking problems at the schools. The Toast-Franklin School has about 1,300 students, twice what an elementary school should have. North Main Street School is old and badly located. Two new schools are planned for the fringe area, one each in Areas 3 and 4.

Residential

More of the developed acreage within the planning area is used for residential purposes than any other. This is not unusual; in fact, it is true of almost any built-up area. According to the field surveys which have been made, just over 1,770 acres (or 52.86% of the developed acres) are devoted to residential uses. This amounts to 15.6% of the total acreage within the planning area. Obviously, a great deal of attention is due this very important use of land. A community is judged as much by the type and quality of its homes as by anything else.

The following table gives a breakdown by type of the dwelling units counted within the Mt. Airy Fringe Area. It will be noted that the figures below represent the number of dwelling units (i.e. families) involved rather than the number of structures.

TABLE 6 DWELLING UNITS BY TYPE

STUDY AREA	SINGLE-FAMILY	MULTI-FAMILY	TOTAL	GARAGE APTS.*	MIXED USES AND HOME OCCUPATIONS*	RESIDENTIAL TRAILERS*
1	335	12	347	0	2	24
2	805	6	811	2	8	23
3	425	0	425	2	5	21
4	500	6	506	3	2	15
5	601	4	605	2	6	22
6	431	11	442	3	5	10
TOTALS	3,097	39	3,136	12	23	115
PERCENT OF TOTAL	99.88	0.12	100.0			

*THESE SPECIAL HOUSING TYPES ARE INCLUDED IN THE TOTAL FOR SINGLE-FAMILY DWELLING UNITS FOR EACH STUDY AREA.

IT MIGHT BE INTERESTING TO THE READER TO KNOW THAT THERE ARE ONLY TWO STRUCTURES IN THE FRINGE AREA WHICH HOUSE THREE OR MORE FAMILIES. ONE OF THESE IS A FOUR-PLEX IN BANNERTOWN, THE OTHER A FOUR-PLEX IN SOUTH FRANKLIN. ALL OF THE OTHER MULTI-FAMILY DWELLINGS (37 IN NUMBER) ARE DUPLEXES. WITH ONLY 0.12% OF THE FAMILIES IN THE PLANNING AREA LIVING IN DUPLEXES OR APARTMENT HOUSES, IT WOULD SEEM THAT NO SPECIAL PAINS WILL HAVE TO BE TAKEN TO PLAN FOR MULTI-FAMILY AREAS. PROVISION SHOULD BE MADE IN THE ZONING ORDINANCE FOR GROUP DEVELOPMENTS IN THE NATURE OF APARTMENT COURTS, WHICH COULD GO IN MOST ANY NEIGHBORHOOD; BUT NO SPECIAL ZONE IS NEEDED FOR APARTMENT HOUSES, BOARDING HOUSES, AND THE LIKE.

THERE ARE NOT ENOUGH GARAGE APARTMENTS IN THE PLANNING AREA TO CONSTITUTE EITHER A PROBLEM OR A TENDENCY. GARAGE APARTMENTS ARE USUALLY NOT OFFENSIVE EXCEPT WHERE THEY CREATE ACCESS AND PARKING OR

FIRE FIGHTING PROBLEMS. MIXED USES AND HOME OCCUPATIONS HAVE ALREADY BEEN DEFINED. THEY ARE INEVITABLE AND SHOULD BE PROVIDED FOR IN THE ZONING ORDINANCE. HOWEVER, THEY SHOULD BE EXPECTED TO CONFORM TO CERTAIN REASONABLE LIMITATIONS.

THE TREMENDOUS NUMBER OF RESIDENTIAL TRAILERS WITHIN THE FRINGE AREA DOES SHOW A TENDENCY WHICH CANNOT BE IGNORED. IT IS USUALLY CONSIDERED GOOD LAND PLANNING PRACTICE TO REQUIRE THAT ALL RESIDENTIAL TRAILERS BE LOCATED IN TRAILER PARKS. THIS RULE MAY NOT BE PRACTICAL FOR THE MT. AIRY FRINGE AREA. HOWEVER, IT SHOULD AT LEAST BE MANDATORY THAT ALL TRAILER HOUSES BE HOOKED UP TO SEPTIC TANKS AND HAVE ACCESS TO A SOURCE OF PURE WATER REGARDLESS OF WHERE THEY ARE SITED. THE SURRY COUNTY HEALTH DEPARTMENT CAN BE OF GREAT ASSISTANCE IN REGULATING THE SPACING AND SANITATION OF HOUSE TRAILERS.

SPEAKING OF SPACING, THERE ARE SEVERAL POCKETS OF EXTREMELY CROWDED HOMES. MUCH OF HIGHLAND PARK WOULD FALL WITHIN THIS CATEGORY. THERE IS EVEN ONE CASE OF A HOUSE BUILT ON A SMALL TRIANGLE OF LAND WHICH CANNOT HAVE MORE THAN 2,000 SQUARE FEET OF AREA. PARTS OF THE NON-WHITE NEIGHBORHOODS IN AREAS 2 AND 4 ARE BADLY CROWDED. OTHER EXAMPLES OF OVER-CONCENTRATION OCCUR IN AREAS 2, 3, 5 AND 6. STREET LAYOUT IS RESPONSIBLE FOR MOST OF THE CROWDING IN AREAS 5 AND 6. AS A MATTER OF INTEREST, THERE ARE 205 DWELLING UNITS OCCUPIED BY NON-WHITES. (ASSUMING 3.6 PERSONS PER DWELLING UNIT, THERE SHOULD BE 738 NON-WHITES RESIDING IN THE FRINGE AREA.) THEY ARE DISTRIBUTED AS FOLLOWS: AREA 2 HAS 82, AREA 3 HAS 5, AREA 4 HAS 82, AND AREA 5 HAS 36. AREAS 1 AND 6 HAVE NO NON-WHITE FAMILIES IN RESIDENCE.

The quality of housing is usually related to its density. Overcrowding aggravates structural deficiencies. Perhaps the most serious problem which confronts the Mt. Airy fringe area is the public health and sanitation problem. Areas which depend on private wells and septic tanks should usually be more spread out than areas which have access to public water and sanitary sewerage systems. If zoning does no more than to keep the concentration of population down to an appropriate level it will have been worth any effort which was taken to adopt and enforce it.

The quality of housing around Mt. Airy has already been touched on in Chapter 2. The figures quoted in that chapter came from the 1960 Census. However, there is another approach to the grading of housing besides the one which census takers use. They emphasize internal arrangements such as plumbing. The approach used in this study will emphasize external factors, things which can depress the value of surrounding residences and eventually cause a whole neighborhood to decline.

For purposes of this study, housing has been classified either as "standard" or "substandard". "Standard" housing is above-average housing which is either in good condition or which could be placed in good condition by minor repairs. "Substandard" housing is that which is either dilapidated or which would require major repairs to place it in good condition. The following table shows how the housing in each study area rates.

TABLE 7 HOUSING QUALITY

STUDY AREA	STANDARD STRUCTURES	PERCENT	SUBSTANDARD STRUCTURES	PERCENT	TOTAL STRUCTURES
1	292	85.88	48	14.12	340
2	598	74.00	210	26.00	808
3	345	81.18	80	18.82	425
4	428	85.09	75	14.91	503
5	423	70.15	180	29.85	603
6	384	88.07	52	11.93	436
TOTALS	2,470	79.30	645	20.70	3,115

THE FOREGOING TABLE SPEAKS PRETTY WELL FOR ITSELF. IT SHOWS THAT AREAS 2 AND 5 (TOAST AND FLAT ROCK) HAVE THE MOST SUBSTANDARD HOUSING IN TERMS BOTH OF ABSOLUTE NUMBERS AND PROPORTIONS OF THEIR TOTAL HOUSING INVENTORIES. THE SHORT-TOWN - FANCY GAP COMMUNITY RANKS THIRD WORST. AREAS 1 AND 4 HAVE APPROXIMATELY THE SAME PROPORTION OF SUBSTANDARD HOUSING--ALTHOUGH THEY DIFFER WIDELY IN ABSOLUTE NUMBERS. BANNERTOWN HAS THE HIGHEST OVERALL QUALITY OF HOUSING. SINCE THE AREAS UNDER CONSIDERATION ARE NOT INCORPORATED THERE IS NO PROSPECT, SHORT OF ANNEXATION, FOR USING THE FEDERAL GOVERNMENT'S URBAN RENEWAL PROGRAM TO CLEAR, EITHER COMPLETELY OR PARTIALLY, THE TRULY RUN-DOWN AREAS. IN SOME CASES, LAND PRESENTLY INFESTED WITH SLUMS CAN BE CLEARED AND RE-USED FOR COMMERCIAL OR INDUSTRIAL PURPOSES. THIS IS TRUE OF MUCH OF THE LAND BETWEEN U. S. 52 BYPASS AND LOVILL'S CREEK. NO LEGAL SANCTIONS, SUCH AS HOUSING CODES, CAN BE BROUGHT TO BEAR AGAINST THE PERPETRATORS OF BAD HOUSING CONDITIONS WITHIN

UNINCORPORATED AREAS. CONSEQUENTLY, FRINGE AREA CIVIC LEADERS WILL HAVE TO WORK THROUGH THEIR COMMUNITY CLUBS AND CHURCHES TO INSTILL PRIDE OF OWNERSHIP OR OCCUPANCY IN FRINGE AREA RESIDENTS SO THAT THEY WILL VOLUNTARILY MAINTAIN THEIR HOUSES AND GROUNDS IN A DECENT, SAFE AND SANITARY WAY.

VACANT OR FARMED

SINCE THIS CATEGORY COMPRISES FULLY 70% OF THE TOTAL ACREAGE WITHIN THE FRINGE AREA IT WILL BE APPROPRIATE AT THIS TIME TO CONSIDER HOW IT MIGHT BEST BE UTILIZED IN THE FUTURE. IT IS, OF COURSE, ANTICIPATED THAT MUCH OF THE PRIME FARM LAND WILL REMAIN IN PRODUCTIVE AGRICULTURAL USE FOR MANY YEARS TO COME. IN FACT, IT WOULD BE A GOOD POLICY FOR RESIDENTIAL ACTIVITY TO SKIRT AROUND THESE PRIME AGRICULTURAL TRACTS UNTIL SUCH TIME AS IT IS NO LONGER ECONOMIC TO USE THEM FOR NON-URBAN PURPOSES. FURTHERMORE, THOSE TRACTS WHICH OCCUPY CREEK BOTTOMS AND ARE SUBJECT TO FLOODING SHOULD NEVER BE DEVELOPED FOR NON-AGRICULTURAL USES. EXTREMELY ROCKY AND STEEP AREAS SHOULD ALSO BE AVOIDED. SUBTRACTING THESE UNBUILDABLE AREAS, THERE WOULD STILL BE ABOUT 6,000 ACRES OF RAW LAND WHICH COULD AND SHOULD BE USED FOR URBAN-TYPE DEVELOPMENTS IN THE YEARS TO COME. BUT, THE FOREGOING STATEMENT RAISES A QUESTION: "HOW MUCH LAND WILL MOST LIKELY BE NEEDED FOR THE VARIOUS URBAN LAND USES BY 1980?" FURTHERMORE, WHAT SITES OR TRACTS WOULD BE THE BEST FOR EACH OF THE VARIOUS USES? THE LATTER QUESTION WILL BE ANSWERED IN THE LAST CHAPTER OF THIS REPORT, BUT THE FIRST ONE MIGHT WELL BE EXPLORED HERE.

By dividing the estimated population of the planning area (10,662) into the number of acres devoted to each major land use, it is possible to come up with an index called "Acres per 100 persons". A comparison of the resulting index for the fringe area with that for the Town of Mt. Airy follows.

TABLE 8 Acres per 100 Persons Comparison

Land Use Category	Fringe Area	Town of Mt. Airy
Streets and Roads	7.93	2.93
Industrial (incl. Railroad)	2.85	1.77
Commercial (incl. Services)	1.93	0.86
Public and Semi-Public	2.09	1.12
Residential (all types)	16.61	7.61

It appears from the foregoing table that the strung-out nature of the fringe area tends to inflate the "acres per 100 persons" figures for streets and residential land use. The difference in industrial, commercial and public and semi-public land use can probably be accounted for by the fact that suburban facilities have a tendency to occupy more land than their core city counterparts. The suburban area has a virtual monopoly on large land-using facilities such as recreation grounds. The quarry, of course, inflates the industrial index, and highway-type business and warehousing operations bring up the commercial index. Of what use are these indexes?

These "acres per 100 persons" figures give the planner some indication as to the number of additional acres that will be needed for certain uses if and when given amounts of population growth take place. For example, it has been estimated that the fringe area will

ADD 1,286 (SAY 1,300) PERSONS BY 1980. (THIS FIGURE TAKES INTO CONSIDERATION A FEW MINOR ANNEXATIONS TO MT. AIRY WHICH WILL DEDUCT AT LEAST 450 PERSONS FROM THE POPULATION OF THE FRINGE AREA--THUS MAKING THE 1,300 A NET GAIN FIGURE.) ROUNDING THE VARIOUS INDEX FIGURES UP OR DOWN IN ACCORDANCE WITH TRENDS NOTED IN MT. AIRY AND ELSEWHERE IN THE STATE, IT SEEMS THAT THE FOLLOWING AMOUNTS OF LAND WILL BE NEEDED FOR NEW INSTALLATIONS, ASSUMING A 1,300 POPULATION GROWTH:

TABLE 9 FUTURE LAND USE REQUIREMENTS

LAND USE CATEGORY	FACTOR USED	POPULATION INCREMENT	ACRES NEEDED
STREETS AND ROADS	6.0	1,300	78.0
INDUSTRIAL (INCL. RAILROAD)	3.0	1,300	39.0
COMMERCIAL (INCL. SERVICES)	1.5	1,300	20.0
PUBLIC AND SEMI-PUBLIC	1.5	1,300	20.0
RESIDENTIAL (ALL TYPES)	12.0	1,300	156.0
TOTAL			313.0

IT IS READILY APPARENT THAT 313 ACRES OUT OF 6,000 IS NOT MUCH TO PLAN FOR. SURELY, THE FRINGE AREA WILL SEE MORE DEVELOPMENT THAN THIS BEFORE 1980. ONE FACTOR THAT HAS BEEN LEFT OUT OF THE EQUATION IS THE NUMBER OF DILAPIDATED HOUSES (280 STRUCTURES) WHICH ARE SPOTTED AROUND THE FRINGE AREA. THESE SHOULD ALL BE REPLACED BEFORE 1980 AND MANY OF THEM CANNOT BE REPLACED ON THE SAME SITE FOR A VARIETY OF REASONS (INCLUDING DENSITY RESTRICTIONS, NON-RESIDENTIAL RE-USE, AND CONDEMNATION FOR STREET RIGHTS-OF-WAY). ASSUMING THAT ONE-HALF OF THE 280 DILAPIDATED HOUSES WILL REQUIRE NEW SITES AND ASSUMING THAT 20,000 SQUARE-FOOT (ONE-HALF ACRE) LOTS ARE USED (AS REQUIRED BY THE

SUBDIVISION REGULATIONS) ABOUT 70 ACRES TO ALLEVIATE HOUSING DEFICIENCIES SHOULD BE ADDED TO THE 313 ALREADY MENTIONED. THERE ARE ABOUT 130 MORE ACRES IN THE MT. AIRY INDUSTRIAL PARK WHICH ARE DEFINITELY EARMARKED FOR INDUSTRIAL DEVELOPMENT. ABOUT 27 ACRES OF SCHOOL AND PARK SITES (ABOVE AND BEYOND THE 20 ACRES FIGURED BY USE OF THE INDEX) WILL BE NEEDED TO TAKE CARE OF EXISTING SCHOOL AND PARK DEFICIENCIES. THROWING IN A SAFETY FACTOR OF 60 ACRES FOR MISCELLANEOUS RESIDENTIAL OR COMMERCIAL RE-LOCATIONS OR EXPANSIONS, IT IS POSSIBLE TO ACCOUNT FOR THE USE OF 600 OF THE 6,000 ACRES WHICH ARE SUITABLE FOR URBAN-TYPE DEVELOPMENT. WHAT OF THE OTHER 5,400 ACRES? HOW SHOULD THEY BE USED?

THE LAND DEVELOPMENT PLAN (MAP 8) DESIGNATES ALL OF THE LAND WITHIN THE MT. AIRY FRINGE AREA ACCORDING TO ITS HIGHEST AND BEST USE--CONSONANT WITH GOOD LAND PLANNING PRINCIPLES. FURTHERMORE, IT DISTINGUISHES BETWEEN THE "PRIME" RESIDENTIAL DEVELOPMENT AREAS AND THOSE WHICH ARE OF LESSER DESIRABILITY. MAP 8 SHOULD BE USEFUL TO PUBLIC OFFICIALS AND PRIVATE DEVELOPERS BECAUSE IT PROVIDES GUIDELINES FOR BOTH LIMITED AND FULL DEVELOPMENT. THE ASSUMPTION OF TOTAL DEVELOPMENT IS A VALUABLE APPROACH MAINLY BECAUSE IT IS IMPOSSIBLE FOR ANYONE TO PREDICT GROWTH OR IDENTIFY AVAILABLE TRACTS WITH 100% PRECISION. THE READER SHOULD REFER TO MAP 1 FOR THE MAJOR THOROUGHFARE NETWORK OF THE AREA. THIS WILL HELP THE DEVELOPER EVALUATE THE POTENTIAL OF DIFFERENT SITES FOR DIFFERENT USES. CERTAINLY, DIFFERENT USES HAVE DIFFERENT REQUIREMENTS. THIS MATTER OF LAND USE PRINCIPLES AND LOCATION THEORY WILL BE EXAMINED IN SOME DETAIL IN CHAPTER 4.

Summary of Land Use Problems

The main land use problems which afflict the Mt. Airy fringe area are:

(1) Public health and sanitation. Small, inadequate lots are a hazard to the health of those who live in houses thereon as well as to the community of which they are a part. These are common throughout the planning area, but they are especially noteworthy in Highland Park, the older part of Toast, along Ward's Gap Road, in Flat Rock and in southeastern Bannertown.

(2) Poorly platted streets and lots. Even though the terrain has influenced the layout of some areas adversely, there is little or no excuse for double-frontage and awkward-shaped lots. They merely increase service costs and decrease property values. Bad intersections and other sight-distance problems are commonplace in the Mt. Airy fringe area.

(3) Un-coordinated street patterns. Until recently there appears to have been no attempt to coordinate streets between subdivisions so that dead ends and jogs are kept to a minimum. There is just beginning to be some hope for overall thoroughfare planning now that subdivision regulations are in effect.

(4) Ribbon or strip commercial development. This phenomenon is hard to control because busily travelled toads and streets just naturally attract commercial development. Too many curb cuts, however, impede the flow of traffic. The aim should be to concentrate different types of commercial areas according to their special functions.

(5) Intermixed land uses. This is an acute problem throughout the fringe area. Factories and other "heavy" uses are located across the street from churches and homes. Junk yards are scattered among nice homes; and monument works are allowed almost anywhere. Home occupations are not restricted to inside, inoffensive operations.

(6) Preservation of industrial land. In many communities, crackerbox housing and strip commercial development are allowed to ruin the community's few remaining industrial sites. This may not happen in Mt. Airy because it does have a planned industrial park. However, potential industrial sites not within the industrial park should likewise be jealously protected against encroachment.

(7) Residential blight. This problem has already been discussed in some detail. Essentially, it boils down to a matter of survival. A whole community can be infected, physically and spiritually, by slum conditions and the social disorganization and lowered property values which they entail.

(8) Inadequate schools and parks. The Toast - Franklin School has twice the enrollment that is recommended for elementary schools. The North Main Street School is old and poorly located. The playgrounds at the various schools in the planning area are too small.

CHAPTER IV

THE FUTURE USE OF LAND

This chapter will treat the land planning principles and guidelines whereon the Land Development Plan is based. It will also describe the proposed Land Development Plan's elements and explain the planning tools which are available to implement the Plan.

Land Planning Principles

As with any other kind of organizing or planning, there must be certain rules of thumb, certain principles, which govern the methodology used and point out the goals sought. The general objectives of good community planning are these:

A. To conserve and develop safe, sound and attractive residential neighborhoods through proper design practices, the provision of ample open space and adequate community facilities, and the enforcement of codes and ordinances.

B. To establish an adequate system of major streets and highways, in relation to desirable land use patterns, and to provide for the community a high level of community facilities through whatever means are most feasible from the standpoint of service, economy, and governmental organization.

C. To conserve and develop compact commercial areas offering shopper and convenience goods and assorted services in appropriate locations with due regard for efficient circulation and ample parking.

D. To establish expansion room and new sites for industry and wholesaling operations in harmony with community development and good principles of industrial site location.

The elements of an efficient circulation system are as follows:

A. Radial streets -- which carry traffic to and from downtown and outlying areas. This is an important traffic movement.

B. The loop system -- which carries traffic between suburban areas of the city without its having to go through or by the downtown.

C. Bypass routes -- which carry traffic through the urban area, thereby relieving the city's streets of through traffic which has no reason to be or stop in the city.

D. Service or frontage roads -- which serve development along bypasses and other extremely busy thoroughfares by permitting access without allowing a multitude of curb cuts. Unfortunately, Mt. Airy has none of these.

E. Residential collectors -- which funnel traffic from minor residential streets to the major streets described above.

The specific standards which apply to the design of industrial areas are as follows. Industrial areas:

A. Should have good access to major highways and, for some types of plants, railroads. They should, however, be set back far enough from the highway to allow for parking and landscaping.

B. Should be of sufficient size for operations, employee parking, and expansion. Areas which have been subdivided into numerous small holdings are usually not desirable--even if a relatively small proportion of the lots have been built upon.

C. Should be free from conflicting uses such as homes, hospitals, schools and churches. It is just as bad for homes to be in an industrial area as it is for industries to be in a residential area.

D. Should have available a full range of utilities including water, sewerage, and power, or sufficient potential to merit extension of these facilities in the quantity necessary.

E. Should be well-drained and solid, free from flood danger, with a topography that will not demand extensive grading. This is a big order in the vicinity of Mt. Airy, but it certainly lends weight to the recommendation that prime industrial sites not be pre-empted by other, more site-flexible uses.

Certain standards have been evolved over the years for the design of commercial areas. Commercial areas:

A. Should be compact, thereby permitting a functional grouping of related business uses. Neighborhood business districts should be compact because it is much easier to provide adequate off-street parking when stores are grouped into shopping centers. Needless to say, adequate parking space

IS ONE OF THE MAIN MAGNETS WHICH ORAW PEOPLE TO SUCH NEIGHBORHOOO BUSINESS OISTRICTS. THEN TOO, COMPACT SHOPPING CENTERS MEAN THAT FEWER RESIOENCES WILL HAVE TO FACE OR BOROER BUSINESS USES. HOWEVER, IT SHOULO BE NOTEO THAT MANY BUSINESSES ARE NOT OF THE SHOPPING CENTER TYPE. FOR EXAMPLE, AUTOMOTIVE SERVICE, BUILOING SERVICE, ANO FARM SERVICE ESTABLISHMENTS GENERALLY SEEK MAJOR STREET LOCATIONS--ESPECIALLY ON RAOIALS. THIS TRENO CANNOT BE STAYEO COMPLETELY, BUT A COMMUNITY CAN LIMIT SUCH RIBBON OEVELOPMENT TO THOSE AREAS WHICH ARE THE MOST SUITABLE FOR IT RATHER THAN ZONING ALL MAJOR STREET FRONTAGE FOR BUSINESS. TO FOLLOW THE LATTER COURSE IS TO ENCOURAGE A HOST OF CURB CUTS ANO A RESULTING SLOW-OOWN OF TRAFFIC MOVEMENT. ON-STREET LOAOING ANO UNLOAOING CAN ALSO CHOKE STREETS. HENCE, ALLEYS ARE RECOMMENOEO FOR ALL BUSINESS AREAS.

B. SHOULO BE HIGHLY ACCESSIBLE TO THEIR PROPOSEO MARKET AREAS OR CLIENTELE. RETAIL ANO OFFICE USES WHICH SERVE THE ENTIRE MT. AIRY TRAOE AREA SHOULO ORDINARILY BE LOCATEO IN OOWNTOWN MT. AIRY. RETAIL ANO SERVICE USES WHICH SERVE PRIMARILY A GIVEN SUBURBAN COMMUNITY SHOULO BE LOCATEO AT STRATEGIC POINTS ON MAJOR STREETS IN EITHER NEIGHBORHOOO OR GENERAL BUSINESS OISTRICTS WITHIN SUCH COMMUNITY. TOURIST-SERVING BUSINESSES SHOULO, OF COURSE, BE LOCATEO WHERE THROUGH TRAFFIC IS HEAVIEST, AS ON U. S. 52 BYPASS, ANO SHOULO BE SET BACK FAR ENOUGH FROM THE HIGHWAY TO ALLOW FOR PARKING ANO LANDSCAPING. REPAIR ANO FABRICATING SHOPS WHICH OO NOT REQUIRE HIGHWAY LOCATIONS SHOULO NOT BE ENCOURAGEO TO OCCUPY SAME.

C. SHOULO HAVE AN INTERESTING ANO ATTRACTIVE APPEARANCE. SIGNS SHOULO BE TASTEFULLY ANO SPARINGLY USEO. SIGNS IOENTIFYING A BUSINESS OR INSTITUTION ANO AOVERTISING THE SALE OF PROOUCTS OR THE OFFERING OF SERVICES ON THE PREMISES SHOULO BE ALLOWEO IN ALL NON-RESIOENTIAL OISTRICTS. BILLBOARDS ANO SIMILAR STRUCTURES SHOULD BE LIMITEO TO THE GENERAL BUSINESS ANO INOUSTRIAL DISTRICTS. OISCAROEO MATERIALS, PARTS ANO SO FORTH SHOULO, BY ALL MEANS, BE SCREENEO FROM VIEW. LANOSCAPING SHOULO BE ENCOURAGEO ALTHOUGH IT CANNOT, OF COURSE, BE PRESCRIBEO BY LAW.

THE SPECIFIC STANOAROS WHICH APPLY TO THE OESIGN OF PUBLIC ANO SEMI-PUBLIC AREAS ARE AS FOLLOWS. PUBLIC AND SEMI-PUBLIC AREAS:

A. SHOULO BE CONVENIENT ANO ACCESSIBLE TO THE PEOPLE WHO USE THEM. USES SERVING THE ENTIRE COMMUNITY SHOULO BE CENTRALLY LOCATEO.

B. SHOULO BE ACQUIREO IN AOVANCE WHEREVER PRACTICABLE. ALSO, SITES SHOULO BE AOEQUATE FOR EXPANSION OF THE FACILITY ANO FOR PARKING.

Beyond these two general criteria, it will be necessary to break down this Public and Semi-Public category into its two largest components: (1) Schools and (2) Recreation.

School Site Requirements

The North Carolina Department of Public Instruction, Division of Advance Planning, recommends the following minimum school site sizes:

Elementary Schools -- Minimum site size of ten acres for schools with less than 400 students, 12 acres for schools 500-600 students, 15 acres for schools with 800 students.

Service radius: one-half mile

Seconoary Schools -- Minimum site size of 12 acres for schools with less than 400 students, 14 acres for 500 students, 16 acres for 600 students, 20 acres for 800 students, 24 acres for 1,200 students, 28 acres for 1,400 students.

Service radius: two miles

Recreation Space Needs

The National Recreation Association recommends that one acre be set aside for recreational purposes for each 100 persons in a community. The principal types of parks and playgrounds which would be feasible in the Mt. Airy fringe area are the following:

Neighborhood Playground -- 10 to 12 acre site.
3/4 mile service radius.

Community Recreation Park -- 20 to 40 acres.
2 mile service radius.

Certain standards have been evolved over the years for the design of residential areas. Residential areas:

A. Should be large enough to seem to their inhabitants like neighborhoods. Small pockets of residential development, especially if bordered by major streets or railroads, are generally more susceptible to deterioration and invasion than large, well-established residential areas.

B. Should be located and designed so as to be free from incompatible land uses such as businesses and industries. Wherever possible, homes should face homes across a given street. Where business or industrial uses border residential areas, natural or man-made buffers should be utilized. Homes can also be backed up to major streets and non-residential uses in such a way as to preserve the tranquility of the residential areas.

C. Should have population densities low enough to avoid overcrowding and to create adequate open space and privacy for each family. In this connection, the FHA recommends a 20,000 square foot lot size for suburban developments utilizing both private wells and septic tanks and a 10,000 square foot lot size for subdivisions where public water supplies are available but public sewerage is not.

D. Should have paved streets with an overall sixty foot right-of-way width in order that the State Highway Department will maintain them. These streets should feed into an efficient collector and major street system leading to places of work and shopping. However, the internal street system of a neighborhood should discourage through traffic.

E. Should be well-drained and free from the danger of flooding. Rolling, wooded areas are ideal if not too rugged. Streets should follow contours and as much as possible of the natural foliage should be preserved. It is also desirable for a neighborhood or a community to be focused on an elementary school.

Specific Recommendations

Specific recommendations regarding the Land Development Plan can be divided into three categories: (1) Major Thoroughfares, (2) Other Community Facilities, and (3) Proposals for zoning. Certain recommendations cut across all three fields, but it is felt that the breakdown given above represents the major concerns of those who are in a position to set the physical tone of their communities.

Major Thoroughfares

Priorities for the many street and highway wioening or extenoing projects which are neeoed arouno Mt. Airy shoulo be as follows:

1. Wioen U. S. 89-West between the town limits and Franklin Roao (N. C. 1394) to four lanes.

2. Wioen U. S. 52-A (Lebanon Street) to four lanes from the town limits to its intersection with U. S. 52 Bypass; also construct a new link between U. S. 52-A and U. S. 52 Bypass by extenoing Allreo Mill Roao westwaro.

3. Wioen U. S. 601 to four lanes between the town limits and 601's more southerly intersection with Forest Drive (N. C. 1365) and exteno the four-lane from this intersection to Stewart's Creek along a new alignment; also construct a new link between the southern eno of Franklin Roao (N. C. 1394) and Eogewooo Drive (N. C. 1366).

4. Wioen U. S. 52 Bypass to four lanes where this has not yet been oone.

5. Construct new raoial extension of Hay Street to U. S. 52 Bypass to connect with Galax Trail (which ought to be paveo by then).

6. Improvement and straightening of East Pine Street (N. C. 103) from the town limits to McBrioe Roao (N. C. 1742).

7. Wioen U. S. 89-East to four lanes between the town limits and U. S. 52-A's intersection with U. S. 52 Bypass on the south sioe of town.

8. Wioen U. S. 89-East to four lanes between U. S. 52-A (in the heart of Bannertown) and Reeves Roao (N. C. 1796) and improve it to its intersection with N. C. 1775.

9. Construct a new link between the more northerly service roao in the new inoustrial park and Arlington Street, thereby completing the southern portion of the outer loop.

10. Construct a new link between Galax Trail and the aforementioneo extension of Allreo Mill Roao, another link between Allreo Mill Roao and Waro's Gap Roao (N. C. 1717) skirting arouno the northern eno of Altavista Suboivision, then cutting through the corner between N. C. 1708 and N. C. 1716 and extenoing 1716 across Ararat River to connect with East Linville Roao (N. C. 1727) near its intersection with Merritt Drive (N. C. 1735).

Other Community Facilities

This category of recommendations will embrace many of the items which subdivision regulations typically cover. Hence, a few words are in order with regard to the arrangement which prevails in the Mt. Airy fringe area with regard to subdivision regulations. As already pointed out, the Town of Mt. Airy is not exercising its prerogative to enforce subdivision regulations in its one-mile perimeter area. This is unfortunate, since they influence physical improvements and the Town is in a much better position to coordinate such improvements than is the County. For example, the Town is contemplating the construction of a new water treatment plant on Stewart's Creek to the west of Toast. It is entirely possible that some sort of arrangement could be worked out whereby the Town furnished water to residential and commercial customers along the route of the proposed high line. However, this could probably not be done without the citizens of Toast - Franklin organizing a sanitary district, a corporate body, through which they could negotiate with the Town, float bonds to finance the construction of lines, and so forth.

It is also possible that an arrangement could be worked out whereby such a sanitary district could contract with the Town of Mt. Airy for the treatment of sewage which could be collected by the sanitary district's own lines. (Mt. Airy's new sewage treatment plant is now operating at about two-fifths of its capacity.) It is therefore strongly recommended that the citizens of Areas 1 and 2 investigate the feasibility of organizing a sanitary district. Such

A MOVE WOULD OBVIOUSLY BE VERY EXPENSIVE, BUT IT MIGHT BE LESS EXPENSIVE THAN THE PRESENT OR FUTURE TOLL WHICH INSANITARY CONDITIONS WILL TAKE IN TERMS OF DEBILITATING DISEASE AND ARRESTED DEVELOPMENT.

THE CITIZENS OF AREAS 5 AND 6 MIGHT ALSO INVESTIGATE THE POSSIBILITY OF ORGANIZING A SANITARY DISTRICT OR DISTRICTS--ALTHOUGH IT SEEMS CLEAR THAT SUCH A MOVE WOULD BE MUCH MORE EXPENSIVE IN EACH OF THEIR CASES THAN IT WOULD BE IN THE CASE OF TOAST - FRANKLIN. PERHAPS THE ONLY HOPE FOR THESE TWO AREAS LIES IN ZONING, I.E. KEEPING LOT SIZES FOR NEW DEVELOPMENTS UP TO A MINIMUM OF ONE-HALF ACRE PER DWELLING UNIT. ZONING, COUPLED WITH VOLUNTARY REMOVAL OF CROWDED, SUBSTANDARD DWELLINGS, WILL GRADUALLY IMPROVE THE QUALITY OF THESE AREAS, ESPECIALLY FLAT ROCK. FLAT ROCK STILL HAS A LOT OF PRIVIES IN USE, AND THESE ARE SIMPLY NOT ADEQUATE FOR MODERN SUBURBAN NEEDS. BY SPREADING RESIDENCES OUT A BIT MORE LIBERALLY, THE GRANITIC QUALITIES OF THE SOIL WILL AT LEAST BE RECOGNIZED. SUCH LESSENING OF THE DENSITY WILL ALSO MAKE SOME IMPROVEMENTS IN THE ALIGNMENT OF STREETS POSSIBLE.

IT IS NOT RECOMMENDED THAT SHORT-TOWN OR THE SALEM - NORTHSIDE AREA BE INCLUDED IN A SANITARY DISTRICT. THE BULK OF THESE AREAS ARE SURE TO BE ANNEXED WITHIN THE NEXT TWENTY YEARS, THE CLOSER-IN AREAS WITHIN THE NEXT TEN YEARS. SINCE THESE AREAS ARE EFFECTIVELY ISOLATED FROM EXISTING VOLUNTEER FIRE STATIONS BY LACK OF DIRECT, THROUGH ROUTES, AND SINCE THESE AREAS SEEM TO BE ORIENTED MORE TO THE TOWN THAN THEY ARE TO ANY UNINCORPORATED COMMUNITY, IT IS RECOMMENDED THAT THEY GIRD THEMSELVES FOR ANNEXATION. THE SAME APPLIES TO THE

STRIP OF LAND BETWEEN SHORT-TOWN PROPER AND THE NEW HOOGES TOBACCO WAREHOUSE. THIS LAND WILL EVENTUALLY BE ANNEXED BECAUSE IT HAS CONSIDERABLE POTENTIAL FOR INDUSTRIAL DEVELOPMENT AND, AGAIN, THE TOWN IS IN A BETTER POSITION THAT THE COUNTY TO SUPPLY THE UTILITIES WHICH INDUSTRY EXPECTS. THE BUSINESS DEVELOPMENT ALONG U. S. 601 WILL PROBABLY ALSO BE ANNEXED SOME DAY BECAUSE THIS TYPE OF AREA DEMANDS A HIGH LEVEL OF UTILITY AND PROTECTIVE SERVICES.

THE PURPOSE OF THE SURRY COUNTY SUBDIVISION REGULATIONS, WHICH WENT INTO EFFECT ON JANUARY 1, 1964, IS:

> "TO ESTABLISH PROCEDURES AND STANDARDS FOR THE DEVELOPMENT AND SUBDIVISION OF REAL ESTATE WITHIN SURRY COUNTY IN AN EFFORT TO, AMONG OTHER THINGS, INSURE PROPER LEGAL DESCRIPTION, IDENTIFICATION, MONUMENTATION AND RECORDATION OF REAL ESTATE BOUNDARIES; FURTHER THE ORDERLY LAYOUT AND APPROPRIATE USE OF LAND; PROVIDE SAFE, CONVENIENT AND ECONOMIC CIRCULATION OF VEHICULAR TRAFFIC; PROVIDE SUITABLE BUILDING SITES WHICH DRAIN PROPERLY AND ARE READILY ACCESSIBLE TO EMERGENCY VEHICLES; PROMOTE THE EVENTUAL ELIMINATION OF UNSAFE OR UNSANITARY CONDITIONS ARISING FROM UNDUE CONCENTRATION OF POPULATION AND; HELP CONSERVE AND PROTECT THE PHYSICAL AND ECONOMIC RESOURCES OF THE COUNTY."

SUBSTANDARD SUBDIVISIONS LIKE FANCY ACRES COULD NEVER HAVE BEEN RECORDED IF SUBDIVISION REGULATIONS HAD BEEN ADOPTED SOONER. ALTHOUGH VERY LITTLE CAN BE DONE TO CORRECT FLAWS IN EXISTING SUBDIVISION LAYOUTS, THE PROLIFERATION OF MORE UNSALEABLE OR UNBUILDABLE LOTS CAN AND SHOULD BE HALTED. SUBDIVISION REGULATIONS NOT ONLY PROTECT THE COMMUNITY FROM DEVELOPMENT WHICH WILL DECLINE IN VALUE, THEY PROTECT THE BUYERS OF LOTS AND/OR HOMES AND THE DEVELOPER HIMSELF. (THE DEVELOPER IS NOT GOING TO SELL ALL OF HIS LOTS IF IT BECOMES COMMON KNOWLEDGE THAT THE INITIAL BUYERS ARE DISSATISFIED.) IF ADMINISTERED PROPERLY THE SUBDIVISION REGULATIONS CAN BE A MAJOR FACTOR IN SHAPING A BETTER ENVIRONMENT.

Surry County might also wish to adopt some sort of trailer court regulations. Many counties have such ordinances which specify minimum site sizes and sanitary requirements--above and beyond what their zoning ordinances require. With 115 trailer houses in the fringe area, and countless more out in the county, it is recommended that serious attention be given to this problem.

Another health problem is that of garbage and trash disposal. There seems to be a tendency for some persons to empty their refuse along semi-deserted roads or in their own yards. Such disgraceful practices might be discouraged if the County developed a dump where people could bring their rubbish. Furthermore, it is recommended that the various community clubs or volunteer fire departments sponsor clean-up campaigns from time to time. These campaigns could utilize a portion of the wasted manpower which some of our idle youth now turn toward mischief.

Reference has already been made to the importance of good drainage and access for emergency vehicles in subdivisions. These considerations are also important to the area as a whole. Creeks and other natural drainage ways and marshy areas should certainly not be impinged upon too closely. This rule applies, within reasonable limits, to filling operations where the land might better be left in agricultural use. With regard to fire protection, it is apparent that the Short-Town and Salem - Northside areas are in desperate need of better fire protection. The Highland Park area is also quite distant from an existing fire station and might possibly be served on a contract basis by the

Town whenever the Town builds its proposed new Southside Fire Station. With additional development in the Fancy Gap Community, an independent volunteer unit might become feasible there. Bannertown will be pretty well set when its new volunteer fire department becomes operational. Flat Rock and Toast - Franklin are already well served in this regard.

Two new schools were recommended for the fringe area in the Community Facilities Plan which has been mentioned previously. Sites have been, or will soon be, acquired in Areas 3 and 4. The Area 3 school should be located on or near Old Fancy Gap Road near where N. C. 1628 intersects it. It will presumably serve Town Woods, the Fancy Gap Community and Short-town. The Area 4 school will be located on a 13-acre tract of land lying between the town limits and Riverside Drive and between Old Springs Road and Nelson Hill. These two schools will ease the over-crowded conditions at the Toast - Franklin and North Main Street Schools, respectively.

As noted in the Mt. Airy Land Use Report there is a shortage of park and recreational facilities in and around Mt. Airy. True, the Reeves YMCA and the Veterans' Park, along with two country clubs and some commercial facilities, satisfy many of the recreational needs of area residents. However, there seems to be a crying need for simple playfields, grassy open spaces where boys can play football and soft-ball, with perhaps a couple of basketball standards and tennis courts. Likely areas for these facilities are indicated on the Land Development Plan, Map 8.

PROPOSALS FOR ZONING

AS MENTIONED PREVIOUSLY, A LAND USE PLAN HAS NO LEGAL STATUS EXCEPT INSOFAR AS ITS RECOMMENDATIONS ARE INCORPORATED INTO A ZONING ORDINANCE. SINCE ZONING IS NOT RETROACTIVE, THE SOONER A PROPER ORDINANCE CAN BE ENACTED, THE BETTER. IT WILL, THEREFORE, BE APPROPRIATE HERE TO MAKE CERTAIN RECOMMENDATIONS WHICH CAN SERVE AS A GUIDE IN THE DRAFTING OF A PROPER ZONING ORDINANCE--TAILOR-MADE TO THE NEEDS OF THE Mt. Airy FRINGE AREA. THESE RECOMMENDATIONS WILL PERTAIN MOSTLY TO THE TYPES AND LOCATIONS OF DISTRICTS WHICH WILL BE NEEDED TO DEFINE FUNCTIONAL AREAS AND THE DIMENSIONAL REQUIREMENTS WHICH ACCOMPANY SUCH DISTRICTS.

IT IS RECOMMENDED THAT THREE DIFFERENT TYPES OF RESIDENTIAL DISTRICTS BE USED. ONE OF THESE SHOULD BE DESIGNED MAINLY FOR AGRICULTURAL USES; BUT, SINCE IT WOULD NECESSARILY PERMIT FARM HOUSES AND RURAL NON-FARM ESTATES, IT COULD STILL BE CONSIDERED A RESIDENTIAL DISTRICT. IT IS RECOMMENDED THAT LOT SIZES BE LARGE ENOUGH TO PRESERVE THE RURAL CHARACTERISTICS OF THE AREA, I.E., AT LEAST TWO ACRES PER DWELLING UNIT. HOWEVER, ONE ACCESSORY RESIDENTIAL STRUCTURE, SUCH AS A GUEST HOUSE OR SERVANTS' QUARTERS, SHOULD BE ALLOWED PER TWO-ACRE LOT. THE INTENT IS TO PRESERVE GOOD AGRICULTURAL AREAS FROM SCATTERED RESIDENTIAL DEVELOPMENT UNTIL SUCH TIME AS THEY ARE IN DEMAND FOR INTENSIVE RESIDENTIAL DEVELOPMENT.

THE NEXT DENSEST RESIDENTIAL DISTRICT SHOULD BE AN R-20 ZONE. TWENTY-THOUSAND SQUARE FOOT (HALF-ACRE) LOTS ARE GENERALLY RECOMMENDED FOR AREAS WHERE PRIVATE WELLS AND SEPTIC TANKS MUST BE UTILIZED. SUCH AREAS MIGHT, HOWEVER, PERMIT DUPLEXES OR AN ACCESSORY RESIDENTIAL USE

ON A LOT IF ITS SIZE IS INCREASED BY ONE-HALF AGAIN, I.E., TO 30,000 SQUARE FEET. LIMITED HOME OCCUPATIONS AND CERTAIN ESSENTIAL COMMUNITY USES, INCLUDING SCHOOLS AND CHURCHES, SHOULD ALSO BE ALLOWED. AN R-10 RESIDENTIAL DISTRICT IS RECOMMENDED FOR THOSE AREAS WHICH HAVE ACCESS TO PUBLIC WATER SUPPLIES BUT WHERE SEPTIC TANKS ARE UTILIZED. THESE AREAS ARE NECESSARILY LIMITED IN SIZE AT THE PRESENT TIME. THESE R-10 AREAS MIGHT LATER BE INCREASED IN SIZE IF IT CAN REASONABLY BE ASSUMED THAT A GIVEN AREA WILL SOON HAVE ACCESS TO PUBLIC WATER SUPPLIES--EITHER THROUGH ANNEXATION OR THROUGH THE ESTABLISHMENT OF A SANITARY DISTRICT. MULTI-FAMILY DWELLINGS SHOULD BE ALLOWED IN THE R-10 DISTRICT.

COMMERCIAL DISTRICTS SHOULD BE OF TWO TYPES. A NEIGHBORHOOD BUSINESS DISTRICT DESIGNATION SHOULD BE APPLIED TO THOSE COMMERCIAL AREAS WHICH SERVE PRIMARILY THEIR OWN IMMEDIATE NEIGHBORHOODS. NEIGHNORHOOD BUSINESS DISTRICTS SHOULD BE QUITE RESTRICTIVE. MUCH ATTENTION SHOULD BE GIVEN TO MATTERS OF COMPATIBILITY. IN OTHER WORDS, USES WITHIN THESE DISTRICTS SHOULD NOT BE DETRIMENTAL TO THE VALUES OF SURROUNDING RESIDENTIAL PROPERTIES. SIGNS SHOULD BE MODEST IN SIZE AND ATTRACTIVE; THEY SHOULD NOT BE ANIMATED OR INTERMITTENT. LOADING AND UNLOADING OPERATIONS SHOULD BE CONDUCTED OFF THE PUBLIC RIGHT-OF-WAY; AND OFF-STREET PARKING SHOULD BE PROVIDED AT A RATIO OF AT LEAST 2:1, I.E., TWO SQUARE FEET OF USEABLE PARKING SPACE FOR EACH SQUARE FOOT OF GROSS FLOOR SPACE IN RETAIL STORES OR SERVICE SHOPS. OUTSIDE STORAGE OF MATERIALS AND EQUIPMENT SHOULD NOT BE PERMITTED; NEITHER SHOULD LARGE-SCALE CLEANING OR PROCESSING OPERATIONS. FENCES SHOULD BE REQUIRED AROUND DRIVE-IN RESTAURANTS AND SERVICE STATIONS TO CONTROL BLOWING PAPER AND OTHER OFFENSIVE EFFECTS.

A GENERAL BUSINESS DISTRICT DESIGNATION SHOULD BE APPLIED TO ALL OTHER BUSINESS AREAS, INCLUDING TOURIST SERVICE AREAS, OF SUFFICIENT SIZE TO QUALIFY AS ZONES. THESE GENERAL BUSINESS DISTRICTS WOULD NOT REQUIRE SUCH STRINGENT STANDARDS AS THE NEIGHBORHOOD BUSINESS DISTRICTS BECAUSE THEY WOULD BE LOCATED MOSTLY ON BUSY THOROUGHFARES WHICH ARE NOT ESPECIALLY DESIRABLE AS RESIDENTIAL LOCATIONS. BILLBOARDS SHOULD BE ALLOWED, ON CERTAIN CONDITIONS, BUT OPEN STORAGE SHOULD BE DISCOURAGED. THE PROVISION OF OFF-STREET PARKING SPACE IS JUST AS IMPORTANT HERE AS IN THE PRECEDING DISTRICT. THESE AREAS SHOULD NOT BE STRIPPED ALONG BOTH SIDES OF ALL MAJOR STREETS BUT SHOULD BE LIMITED TO STRATEGIC LOCATIONS ON SUCH STREETS.

FINALLY, TWO TYPES OF INDUSTRIAL DISTRICTS SHOULD BE DESIGNATED--ONE TO ACCOMMODATE THE LIGHTER MANUFACTURING AND WAREHOUSING USES, THE OTHER TO ACCOMMODATE THE REMAINING USES. EXAMPLES OF SUITABLE OCCUPANTS OF A "LIGHT" INDUSTRIAL DISTRICT WOULD BE HOSIERY MILLS, ELECTRICAL APPLIANCE PLANTS AND TRUCKING TERMINALS. EXAMPLES OF PERMISSABLE OCCUPANTS OF A "HEAVY" INDUSTRIAL DISTRICT WOULD BE AUTOMOBILE JUNK YARDS, SAWMILLS AND FOUNDERIES. NO RESIDENCES SHOULD BE ALLOWED IN EITHER INDUSTRIAL DISTRICT. IT IS FELT THAT SUFFICIENT VARIETY OF INDUSTRIAL SITES HAS BEEN PROVIDED TO MEET THE NEEDS OF ALL KINDS OF INDUSTRY WITHOUT CROWDING. HOWEVER, SUCH WILL NOT BE TRUE IF RESIDENCES ARE ALLOWED ON PRIME INDUSTRIAL SITES.

Where Do We Go From Here?

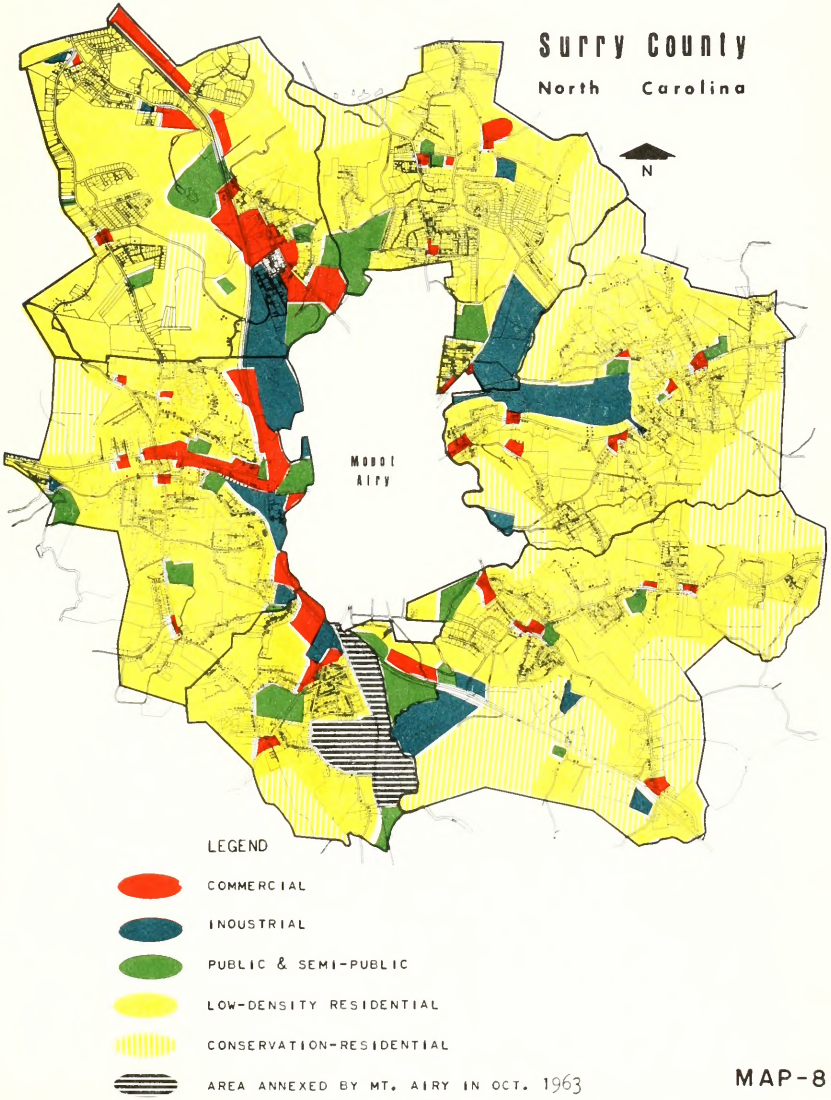
Reports and maps are fine, but the acid test of both lies in whether or not they have any ultimate effect on the efficiency and liveability of the communities they are prepared for. It is therefore important that the residents of the Mt. Airy fringe area become aware of the problems and the proposed solutions which have been set forth in this report. Only after the majority of the people who are active in community improvement endeavors have accepted the Land Development Plan as "their picture" of what their communities should become will the Plan actually serve its intended purpose. The County Commissioners of Surry County have made a very significant contribution toward the improvement of the various communities around Mt. Airy by instigating this land use study and by promoting the regulatory ordinances which will put Surry County on an equal footing with some of the most progressive counties in the State or the Nation. It is now up to the people of the affected areas to make what they will of this opportunity to coordinate their developments in a way that will bring lasting credit to themselves and their hometowns. Much cooperation between the County, the Town of Mt. Airy and the State of North Carolina will be needed if the capital improvements which are so desperately needed (streets, utilities, and schools) ever materialize. This report has no pat answers for the ticklish inter-governmental or inter-personal problems which sometimes block the execution of an otherwise workable plan. It can only recommend that all parties concerned keep an open mind and continue their search for ways to improve their environment by whatever means are sound and equitable.

LAND DEVELOPMENT PLAN

Mount Airy Fringe Area

Surry County

North Carolina



MAP-8

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